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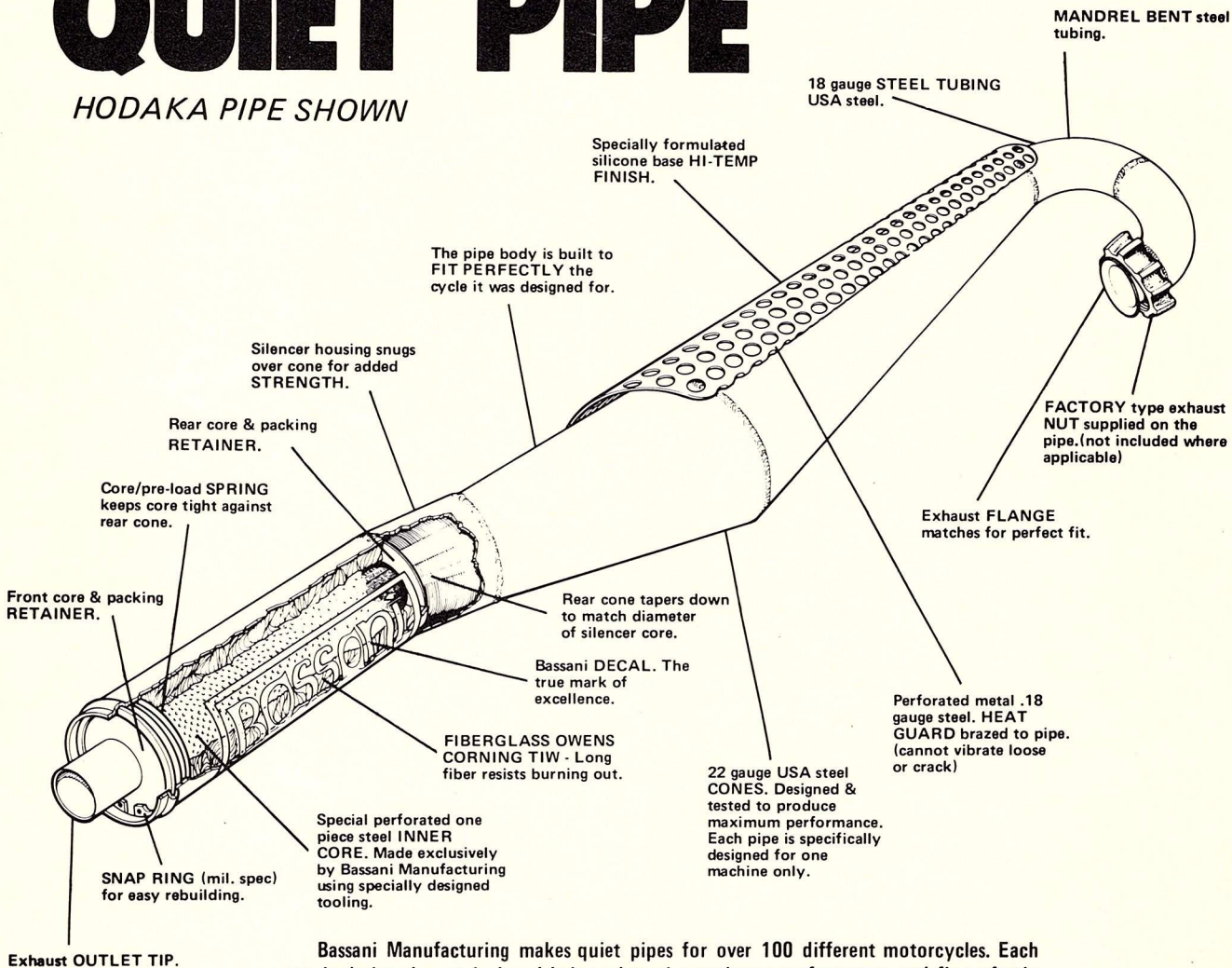
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Volume I Number 5

the plaster cast's home companion

PERSONALITY

60 NEW SHOE: STEVE STACKABLE
Comin' up the hard way

MACHINERY

20 BULTACO 250 PURSANG
Ask daddy to buy you a pony ride

50 YAMAHA 250 & 360 YZs
Just like the yurpeans, fast and fragile

RACING

27 INTER-AMA WRAP-UP
If it wasn't for passports, the American champ would be a Finn

34 SUPERBOWL OF MOTOCROSS
Sure, Howie, but is it *theater?*

40 MAMMOTH MOUNTAIN MOTOCROSS
Sierra Mountain high

OTHER STUFF

26 EXPLAINING THE AMAs
Say that again

45 WATERPROOFING
Make sure the honey with the water cup doesn't drown out your engine

MONTHLY FEATURES

4 WFO
Fancies and fetishes

6 SECOND STROKE
Togetherness

10 DIRT
Not to say, filth

12 MAIL ENTRIES
Move over Xaviera

14 WRENCH RACING
And that's why rubber master links are *not* the hot setup

16 TRICKS FROM THE TRADE
Sing a song of avarice

74 BERMSHOT
Safety first

JOLLY STAFF

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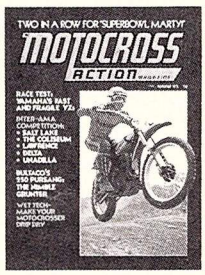

Test rider Jack O'Leary gets a YZ airborne at the Lockhart MX track in Texas. Heavy air didn't make it any easier. Photo by Pete Szilagyi

NEXT ISSUE ON SALE NOVEMBER 13

MIC
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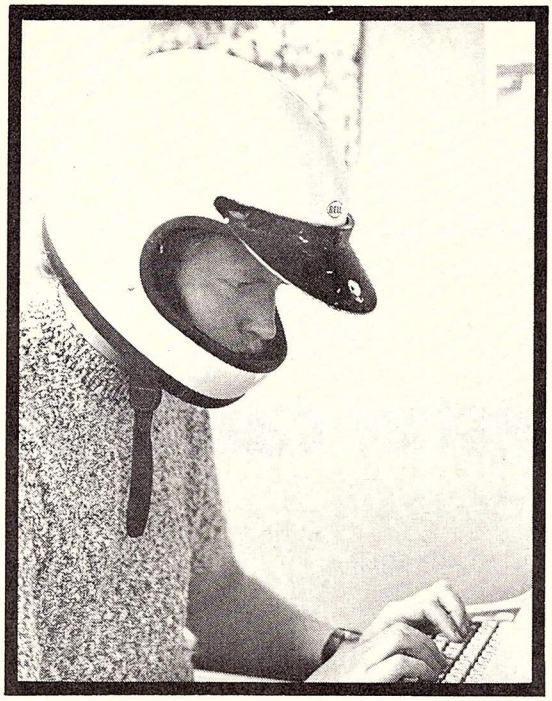
WFO

Cherry Picking and Other Social Diseases



By Mike Kerley

Indelibly inscribed in the psyche of every motocross freak is the day he rode his first race. For most people that means stripping down an old hand-me-down, dual-purpose curb grinder or whatever, strapping on a pie plate and wrapping everything in 50 yards of duct tape so the thing will look authentic. Then, entry fee paid, the beginner tucks his Levis into the tops of his old army boots, pulls on two sweatshirts, crosses himself and goes out to do battle—after, of course, the obligatory last-minute trip(s) to the john. (It's amazing what the digestive system can come up with just before a race. You can fast for three weeks to protest just about anything you care to name, but just head out for the track and the old gastric sauces will find something to work on.)

The motocross beginner combines two primary emotions deep within his twitching soul: fear and trust. The fear is natural enough, the result of the outlandish idea of getting on a two-wheeled butt-buster and going out to do battle with 20 or 30 other madmen, the whole pack of them sure to run over you if you get in front and fall, or run over you if you fall back and get lapped. Either way, there doesn't seem to be much hope. It's also the fear of doing something new, of entrusting the tender bod to a noisy, smelly, speed-ridden environment where the inner you is screaming that it can't possibly belong.

The trust is natural too. "Here we are," thinks the beginner, "all members of the motocross fraternity, dedicated to sportsmanship, competition and good, dirty fun." Pollyanna rides an AJS.

Well, maybe it didn't start that way for you. Maybe you began your racing career on a bona fide, roundies-out racing machine, and maybe you knew the first time you nudged at the starting gate with your front knobby that the dog-eat-bone world of real life ain't nothing compared to some of the things that go on on an MX track. Maybe. But if you did, you're the exception.

I was the rule.

I remember how it was for me that first time. A strange bearded friend with hair down to here and an attitude to match was over at my house for dinner one night, and we'd spent most of the evening talking about the new, ultra-trick Pursang he'd just forked over many goodly sized bills for. He was all set to take the 350 out to a local track for its initiation on Sunday morning, and he wanted me to come along. "You'll really dig it, man. It'll make you forget all about cowtrailing."

Since the machine on which I did my cowtrailing was a painfully stock DT-1 enduro model Yamaha, I wasn't especially enthusiastic. While I wasn't an immediate threat to any of the Europeans in the world point standings, I was *just* good enough to realize that the old Dit-One wasn't meant for the kind of cut and thrust work called for by motocross. Especially not in my hands. No doubt somebody like Robert or DeCoster could have taken it out and done quite well, thanks, but my experience in going one-on-one with Joshua trees in the desert didn't exactly put me in their class.

But friend Harvey was enthusiastic. "Hell, man, you'll have a ball! We'll just rip off your lights and instruments and you can get out there and bust berms with the best of them!"

"What's a berm?" I gamely replied.

Later on that night though, we went out to have a few tall ones and I turned up broke. So friend Harv allowed as how he'd just love to buy, but that I couldn't expect him to waste his money on someone who wouldn't even go racing with him on Sunday. That did it. Like most people, I have my price. It's measured in ounces.

I spent Saturday stripping my 250 and "race preparing" it. "Race preparing" consisted of changing the oil in the lower end, turning my dynamite shocks right to the extra stiff position and taping on pie plates at strategic places. As a final bit of competition savvy, I wrenched in a cold plug. *That* oughta be enough for the extra edge in the Beginners' Class. At that stage in my racing career, I didn't know too much about the Beginners Class.

Ah, the Beginners Class. You race

Continued on page 7

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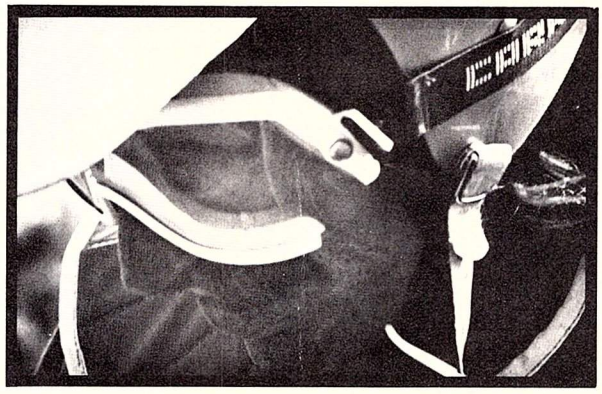

By PETE SZILAGYI

Whether you live in Beavertown, Pennsylvania, or Punkin Center, Texas, or You-gene, Oregon, your style of motocross is no different than anyone else's. The names are different, the tracks are different, the trees and the dirt and the way people talk may be different, but I'll guarantee you one thing . . . the people themselves are all the same. And the situations are all the same.

Chances are, I've never been to any of the tracks where you race, and I'm not some kind of mystic or mind reader or supernaturalist. But I bet I can tell you some things about what goes on at your MX track on Sunday . . . and about some of the people involved.

For example, *every* MX track in the land has one scoring girl that everybody lusts after. Right? And *every* motocross track has either a very fat or very skinny guy for a starter. And *every* MX track has a long-haired high school kid who always wins the 125 Expert class, and he *always* has the fastest 125 there, and everyone is *always* wondering if he has a 175 barrel on it.

Every track has one guy who is real fat and rides in the Open Novice class, and he *always* finishes last, and he's *always* there every Sunday rain or shine. Also, there is *always* one guy at every track whose nickname is Crazy something, like Crazy Robbie or Crazy Eddie or Crazy Ricky. He (they) gets this nickname because he's genuinely crazy . . . he does wheelies down all the straightaways and crashes on every lap, always a spectacular crash, too. And Crazy whatever-his-name-is usually rides some really substandard bike like a BSA Victor or Kawasaki Bighorn, mostly because nobody will give him a real bike to ride because he crashes all the time.

Down in Texas at the tracks where I race, the local crazy guy is Crazy Ricky. He's so named because he breaks his leg every time he races. And he always removes the cast himself long before the leg is healed. So all you have to do is look at his leg and it breaks, not to mention breaking while he's doing his weekly 60-mph endo. Our Sunday routine is to visit Crazy Ricky in the hospital after the races, before we go home to unload and shower. In fact, the whole routine is *so* routine that we know all the hospital attendants on a first-name basis, and they all know this parade of funky motocross riders is going to be arriving at *exactly* 6:16 p.m. So they put down a "red carpet" of newspapers for us to walk on (ha-ha).

Crazy Ricky's got the whole deal worked out, too. He wears his Blue Cross card in a plastic holder around his neck. The ambulance attendants always have a cold Schlitz ready for him, and the nurses give him his favorite room next to the high school girl's athletic field. Crazy Ricky owes the ambulance company about $5,000, and Blue Cross is always threatening to cancel his membership. Ricky's dad bought stock in the local plaster company.

Lordy, I've gotten so carried away with Crazy Ricky that I've diverged from telling you all about your MX track . . . Every track outside of California always has a guy who just got back from California and regales everyone with tales of how they race in California. He always wears the Mid-Valley or Steve's Bultaco jersey he brought back with him and always has trick California goodies on his bike. And *never* do the trick California goodies or California style make this guy ride any faster. The same old home town clods on their Kawasaki enduros always blow him off. Never fails.

Speaking of clods, at every MX there is a guy in one class or another who has the world's funkiest motorcycle, and dresses like a real klutz, with torn Levi's, chukka boots, a holey T-shirt, one of those stupid-looking helmets like they sell in your local "Super Surplus" store, and no goggles or Jofa or anything. This guy always wins his class and beats all the slick looking MXers with all their expensive Hallman gear and prototype X-YZ bikes.

Besides all these predictable characters motoring around your local MX track, there are predictable circumstances too. Like there's *always* a portacan that everyone tells you to stay away from. And there's *always* an item on the concession stand's menu that no one will buy, because of a messy and unfortunate incident long ago. There's always *one* mudhole and *one* jump that *one* person will complain about. There's always *one* guy who revs up his engine all through the riders' meeting. And there's always *one* guy who gets to the riders' meeting late and asks a question about something that's already been discussed and everything has to be repeated. And there's always *one* guy who tokes on a bottle of wine during the riders' meeting and everyone else who rides in the same class thinks, "I ain't getting near *that* guy at the start."

If you think this business about riders and situations is predictable, let me tell you about the spectators at your local motocross. They're so uniform and almost boringly predictable from one corner of the country to the other, that I've compiled a Field Guide to Motocross Spectators to help you identify them. Flip to page one and begin . . .

Specimen #1, THE MIDDLE-

Continued on page 64

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WFO *Continued from page 4*

your first three races in it, then you move yourself up to Novice. It's an honor system arrangement. No one bothers to actually check whether or not you've only ridden three races (admittedly, an almost impossible task) or less, they just figure that a combination of good citizenship and sheer shame will make you move yourself up as soon as possible. Obviously, the people who put on races either know or care very little about human nature.

During practice I kept looking for the other beginners. Figured they'd be easy to pick out with their pie plates, Levi's, etc., etc. But I didn't see a one. That didn't bother me, though. I just figured that most beginners wouldn't even know enough to come out early for practice. Lucky me, with old buddy Harv to show me the ropes. Looks like I might not do too bad after all.

After floundering around the course for a while and being used as a berm by hotshoe kids on 125s, I wrestled my Dit-One back into the pits and began re-taping those pie plates. I'd read that between-motos maintenance wins races, and I was determined to be ready. No one was going to cut a lap off my time because of a missing number plate.

I told Harvey about how none of the other beginners had showed up for practice, and he asked me how I knew. Simple, sez I, and told him how it was obvious they weren't out there, because no one out there looked like me. He gave me a funny look and walked away shaking his head. I figured he was nervous.

It was when the 250 Beginners lined up for the first moto that the strangeness began. I sat on the line and looked around me. The guy sitting to the left of me at the starting gate was riding a CZ that was so ultra-trick that I wasn't even sure *what* it was until I saw the letters "CZ" on his cases. Considering that this was several years ago and he was riding one of the old (now) red-tank CZs, it was a strange sight. Alloy gas tank, Koni shocks, Mikuni carb, plastic fenders, turned-down forks, sunburst head, downpipe, etc. The guy was wearing well-used, expensive looking leathers and a shop sweatshirt. When he saw me staring at him, he gritted his teeth at me through his Jofa and snarled.

So I turned and looked at the guy on the right. Not much help there.

Continued

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WFO

This guy was sitting on a very clean looking Husky and cracking up as he pointed out to his buddy on his right that my Yammie still had the ignition switch hooked up. I remembered vaguely that someone who looked a lot like him had run over my foot during practice. "Get in my way, and I'll reach over and switch you off," was his witticism for the morning.

A further look up and down the line showed only three riders out of about 30 with pie plates, and only one other bike that wasn't a full-fledged MXer. That bike was another Yamaha, a 175, and the guy who was sitting it looked even more nervous than I felt. Bikes aside, we were the only ones on the line not wearing leathers and racing boots. It made you think.

The gate dropped, and we took off—in a manner of speaking. What actually happened was that five guys, including the guy on the trick CZ, were instantly gone, followed closely by the handlebar banging pack, followed by me and the guy on the 175. I won't go into what happened after that in any kind of detail. War stories are neat, but no one enjoys atrocity stories. Besides, it's all kind of hazy in my memory. The mind tends to protect itself as best it can. Suffice it to say that I motored around the course, just trying to stay alive, and was periodically passed by just about everything except the course grader and the water truck. Never saw the guy on the 175 again, so I guess he got smart and pulled off after the first lap. Or maybe he'd become part of a berm.

After a while I noticed that while just about everyone was going a good deal faster than I was, about five guys were going extra fast. Zap. Do a lap or two. Zap again. Either they were awfully fast, or there were a lot of twins out on the course.

After the race friend Harv told me that those first five . . . ah, beginners lapped the field twice. In a ten-lap moto.

Well, hell. Why not? It didn't mean anything anyway, just a small piece of psuedo-brass with "Beginner" scratched on it. But that's just it. What the hell's the use of a Beginner's trophy to anyone else but a beginner?

Apparently it's of some use, because this kind of thing goes on all the time. I've done quite a lot of riding since that first day out at the races on my old Dit-One. Managed to catch the bug despite the initial trauma of it all. And wherever I go, whatever I happen to be riding at the time, I notice that there seem to be two semi-eternal verities involved in riding motocross. Number one: most promoters have at least

Continued on page 18

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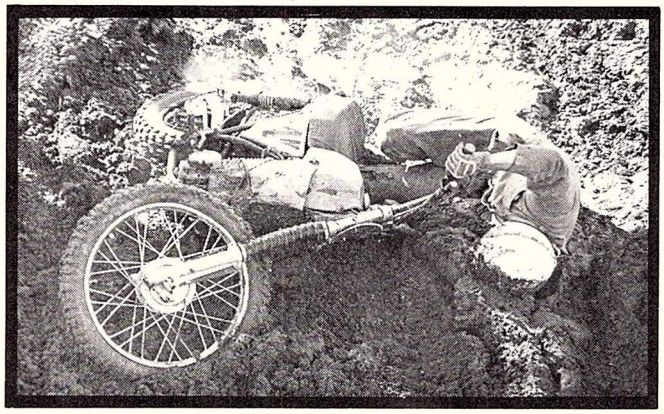
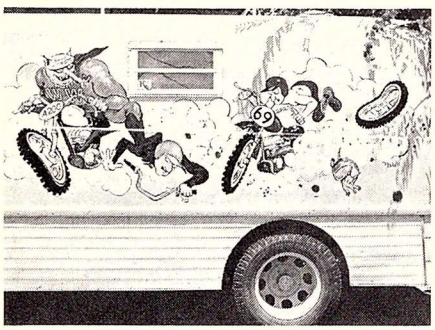
Pablum of the Psyche DIRT



Outside the sign-up booth at any Southern California motocross, you'll see a whole parade of zoot-capri vans, each with an "individualized" paint job. Some have stylized renditions of crossed-up MX riders, others a trick slogan like "Van-Go" or "Van-ity" or "Vanana." Still others have surfers and Banzai pipelines painted on them, presumably owned by recent converts from surfing to motocross.



The California faddists, however, have a long way to go to match the one we found in Texas. It's the traveling hostelry of the Kasson MX team, and has a nice baby blue and yellow brush job, and the "Hog of Steel." Both sides have original cartoonery by T. Bell, co-conspirator with Gilbert Shelton of "Wonder Warthog," a slightly less than establishment cartoon character. One side (see photo) has the pig riding his Soooey-Z through a pack of riders and mercilessly stomping them out of the way. We all know hogs are hungry creatures, so the other side of the truck has a drawing of the pig at rest, casually devouring a 400 Suzuki. We hope he doesn't get indigestion.

***

The brakes on Yamaha motocrossers are fierce, so fierce that many novice riders are afraid to use their front brakes because they lock up so easily. We offer a solution that works: Put a plastic lever (Uni or Impac) on the brake cable. The extra flex is just enough to take the edge off the brake. Thank us.

***

We hope you all are rich. The prices of motocross bikes are going plumb out of sight. You might look at the YZ test in this issue and groan at the $1800 price tag, but with the dollar's poor condition in international money markets, expect several other MXers to approach the same figure. For example, the dollar is in serious trouble in West German and Austrian banks, so the new 250 Radial Maico will cost around $1500, and we hear reports that the 250 Penton's price had to be jacked up at the last minute because of a rapidly slipping dollar.

Accessories imported from Europe are also scheduled to rise in price rapidly (and outrageously). Look for a new pair of Hallman leathers to go up almost 30 percent to $90, boots probably a commensurate amount. "Hey Ma, get out the neatsfoot oil, these babies got to last a long time . . ."

***

One of the first things a young up-and-coming MX star has to learn is how to give excuses like, "my chain broke," "my mud flap fell off," and "my carb seized." This explains why he DNFed, and at the same time absolves his sponsor of any direct blame. "We build the best mosickle on the market, boys; we just got bad racing luck." But apparently, if you're a genuine star, you don't have to be quite so polite.

After the U.S.G.P. at Carlsbad, Suzuki gave a luncheon which had been planned as a victory salute to Roger DeCoster, but ended up as a Monday afternoon post mortem. Gloom hung heavy. During the obligatory question and answer thing, Roger was asked by one newshound, who knew which side of the shell his escargot was stuffed into, if he would have won had he not had suspension problems.

That, of course, is the kind of question that factory PR men love for the press to ask. Then all the star has to do is modestly allow as how if it hadn't been for a few last minute bugs in that otherwise perfect machine, why sure he'd have wiped the field. So the Suzuki people all smiled and leaned back.

Roger threw them a quickie, though. He said that Bauer was just riding faster than anyone else at Carlsbad that day, and he would have won no matter what DeCoster and Suzuki had done. Strained smiles and mucho tooth grinding at the Suzuki table. But no threatening frowns. After all, what're they gonna do, fire him?

***

"What is an American?"

No doubt you've asked yourself that question more than once of late. Well, if you're thinking about motocross, the answer is a bit confusing.

After the U.S. Grand Prix, Brad Lackey was initially awarded the trophy and dough for being first American, only to have it taken away when it was pointed out that Pierre Karsmakers, who finished ahead of Lackey, carries an AMA card too. Apparently that made Pistol Pierre an American, so they gave him the brass and the green instead.

Later, the AMA Board, possibly distraught at the idea of coming into conflict with the tough guys at the U.S. Immigration Department, decided that in all *future* events a passport rather than an AMA card would determine rider nationality.

None of which does Bradley any good at this late date. See what hap-

pens when you refuse to cut your hair?

***

Sports Illustrated, one of the few generally semi-literate sporting publications until the advent of MXA, has apparently freaked out. In their article on the U.S.G.P. at Carlsbad, *SI* described the event as . . . "the world's first two-wheeled, two-stroke, gasoline-burning mystical experience, complete with levitation (when the bikes get airborne, which is most of the time), walking on water (as they ride flat-out through the mudholes) and transubstantiation (at the end of a race a rider looks more like a tan plaster saint than a mere human being)."

We suggest that *SI* send their writer back to his guru and confine their coverage to golf. Motocross is obviously much more than they can handle.

***

The AMA has announced that the executive committee of said organization has voted unanimously to fire Russ March from his sinecure as Executive Director. Why? Seems that ole buddy Russ owns stock in a company that does a lot of busi-

Continued

Yamaha DT-2 MX

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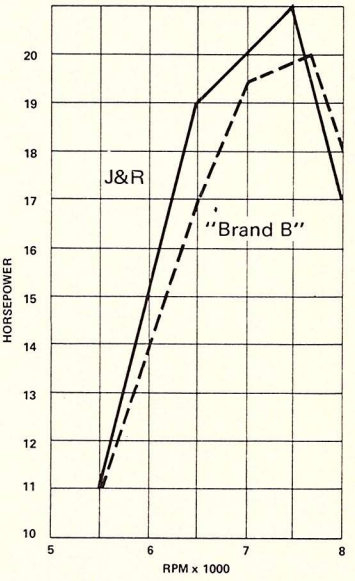

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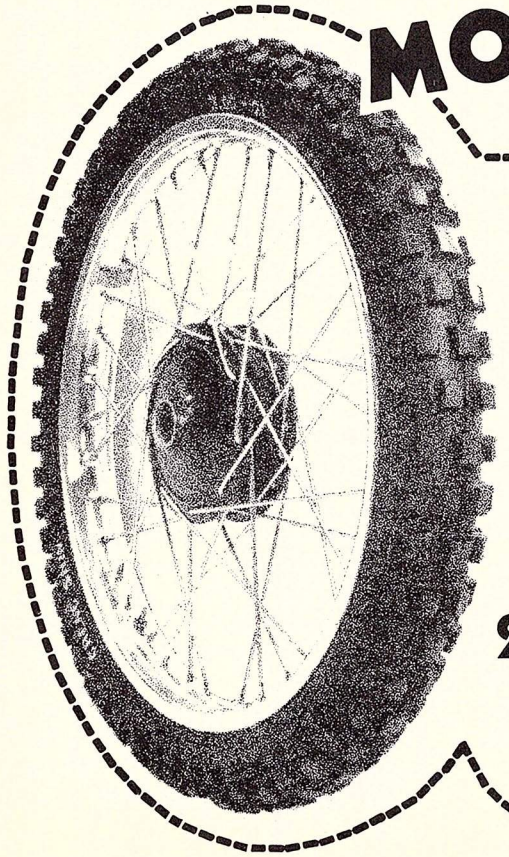

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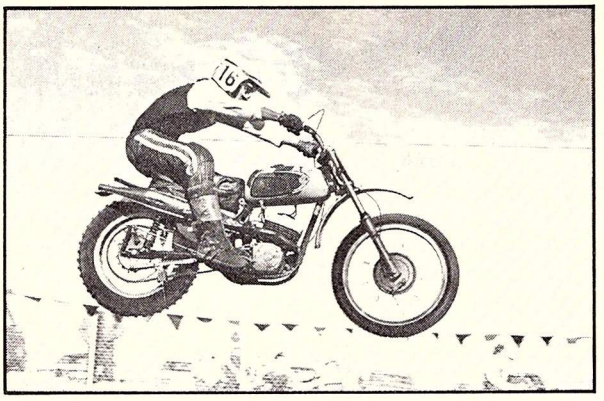

MAIL ENTRIES

MS. EDISON MEETS SON OF MOTOCROSS

Here're some ideas for you to ponder on the way to the track on Butterfly Sunday. First, how about a padded tank for us Powder Puffers—then, stirrups to keep our feet on the peg, so we won't need to keep the lower tank padded? Then, keeping in mind how heavy some machines are, how about a reverse gear to get them out of the bushes again?

My two girl children are the only ones who think a 125 Penton and a 350 Honda are standard decor in the living room, and they know which is for street and which is for dirt!

More inventions: We need wash and wear leathers and boots (speaking of boots, do you know who makes a size 5½ woman's?). And maybe high set training wheels for those hot shoes who always fall in a turn and mess everyone up.

A hint for the girls (until the guys get used to you): Tape the word "GIRL" on the back of your shirt or jacket. The guys won't give you an edge, but if you go down they'll go around you instead of over you. It works, usually.

Last: How about some events for the girls on a major level? At this rate, on *any* level. All one ever reads about is he, him, those dudes. Men, men, men. I love them, they're great, but not to compete with. I'd just as soon ride my own class and sex.

Terry Andrews
Omaha, Nebraska

A FEW THOUGHTS FROM JIM POMEROY'S DAD

I would like to comment on the John DeSoto interview in the August issue of MOTOCROSS ACTION MAGAZINE.

As you may have surmised, I am the father of Jim and Ron Pomeroy, whom you may have heard of once or twice. I would like to commend John DeSoto on his interview. He called it like it is, especially concerning the Japanese companies and their policies toward the riders. I might add that those companies' policies are the same toward the dealers: ruthless, and they could give a damn less as far as people are concerned.

John was 100 percent right on the Kawasaki matter involving Jim Pomeroy. The person in question [*ed. note:* the one DeSoto said claimed he signed Weinert instead of Pomeroy because Weinert was a better rider] spent a day here trying to sign Jim with Kawasaki, and he made some very attractive offers. You had better believe that if he could have signed Jim, Jim would be with Kawasaki right now!

Jim, Terry Saxland (Jim's previous sponsor) and myself had a long and serious discussion on whether Jim should go over to the Japanese or stay with Bultaco, and it all came down to one thing. Bultaco treats Jim as a person and not just another number. Bultaco has given Jim a chance in Europe that the Japanese would not have even considered giving him. Jim has met and is friends with the top Bultaco people, from Sr. Bulto himself to Mr. John Grace, the head of Bultaco here in America. He is welcome from the main factory in Spain to the distributor headquarters in Belgium, as well as at the American distributor headquarters and in any Bultaco shop, and he's always treated with the utmost respect.

Terry Saxland and myself try to work together with Jim, so that he won't take some of the beatings we have experienced, and Jim respects our advice. We are happy he has stayed with Bultaco as they just have to be a great bunch of people—and coming from two dealers who sell Japanese bikes, that is a big compliment to Bultaco.

Our youngest son Ron is now also with Bultaco, and we know he will be up there with Jim before too long.

Don Pomeroy
Yakima, Washington

P.S. We, as dealers, can remember the day when we were respected and valued, rather than being treated as just another computer number by the companies. *

We've been getting a whole lot of letters from all you motocross freaks out there in magazine land and we dig it. Although we can only print a few, we try to answer them all. You keep layin' them on us and we'll keep reading them, because your letters are the only way we can tell what to put in MX ACTION. No lie, Jack. This is your magazine, so you tell us what you want and we'll try to ring the right bells. We are: MOTOCROSS ACTION Magazine, Mail Entries, P.O. Box 317, Encino, California 91316. And we don't care about neatness and spelling.

DIRT *Continued from page 11*

ness with the AMA. That's what they call "a conflict of interest" when executive directors and presidents are caught doing it. They have nastier names for it when the common folk get caught.

And you were wondering why we call this column "Dirt"?

***

We got a chance to ride the new Can/Am bikes the other day. "Can/Am," you say? Yep.

Seems this snowmobile manufacturer in Canada decided that the demand for his product is "flattening out" (that's corporate talk for "if something doesn't happen quick, Howie, we're gonna be shining shoes"), so he's going to manufacture motorcycles too. Not only motorcycles, but race bikes.

Right now, Can/Am has 125 and 175 MXers, and they plan a 250 next year. Based on our short blast around the Indian Dunes course, we found the bikes to have good power, excellent trannies, bad suspension and a clever innovation in which the kill button is seemingly wired to the rear brake. Oh, well. It takes a while

Continued on page 62

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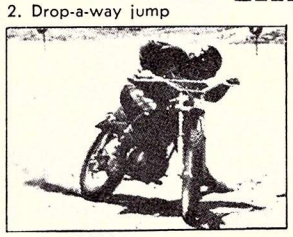

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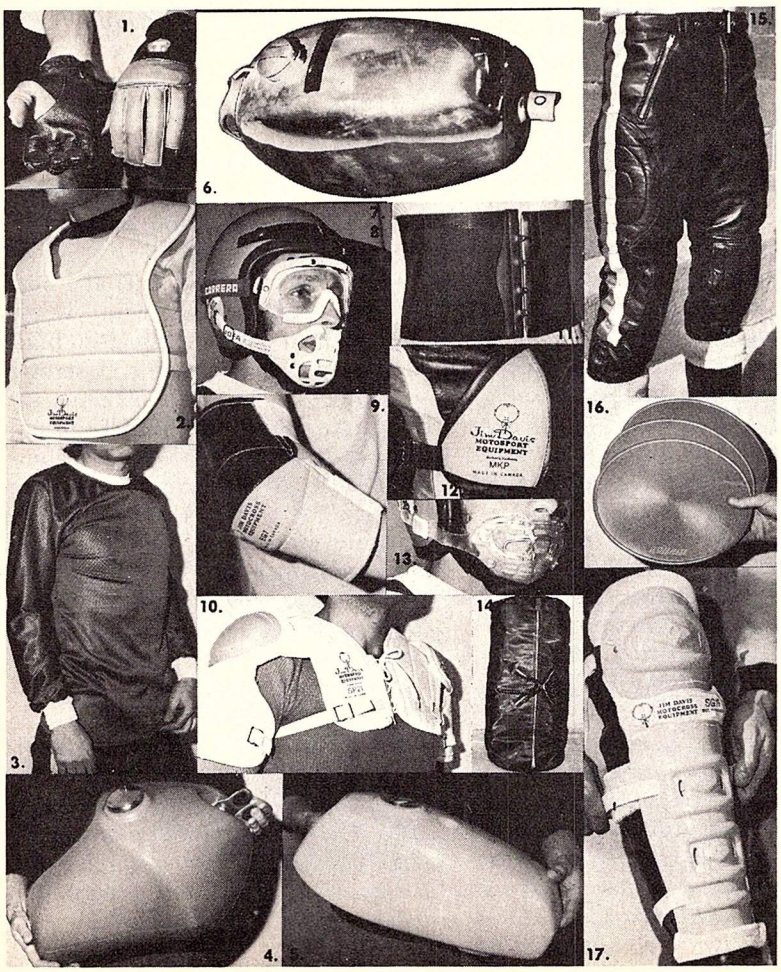

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Jeff Gidwell
(No address given)

What for?

SUZUKI SIERRA MX? (GROOF, GRUFE, GRUFFAW)

Dear Wrencher:

How do you set up a 185 Suzuki for racing the 250 class? Help.

Steve Welch
Ticonderoga, New York

Briefly, you don't. Seriously, you'll be a lot better off to leave it like it is, practice on it (on the track if you insist), and save your coin for a real 250 racer.

TRICKIN' RICKMAN ZUNDAPPS

Dear MXA wrench:

I need help getting my '72 Rickman Zundapp MX to develop power compared to the other racing 125s. How can I get more power? Porting? New piston? Carb? How easy would it be to put a Yamaha 125 MX in the frame? Also, what are the best tires? Why does a 21-inch front wheel help smooth out bumps?

Andy Coprin
Portland, Oregon

First of all, dropping a Yammie MX in the frame would be difficult, expensive, and marginally better at best. The simplest—and cheapest—way to get more out of your bike would be to ask your dealer for the '73 specs and modify your motor accordingly.

As for the best tires, the general rule is "the peakier the engine, the smoother the tire" for the rear. This helps prevent bogging the little devil on the start and in the corners. Our experience with the various brands has been that the European tires stick better but wear out sooner than the Japanese weenies. You should wait until you finish your engine mods before you spring for new rubber, and when you do, 2.75 front and 3.50 rear should do it.

And last, using a 21-inch front wheel offers better rolling, less unsprung weight, and more steering precision because of its greater circumference, lighter weight, and smaller cross section. What more could you ask for?

DETAILS, DETAILS, DETAILS

Dear Wrench:

The bike is a '72 250 CZ. What is the piston-to-cylinder clearance with the stock piston, and where should I measure it? Some local shops say that the CZ piston wears out before the rings. Is that true, or are the bike rip-offs at work again?

The manual says to set the point gap first and the timing with the backing plate next. I set the timing with the point gap and leave the coils set where the book says. Is this all right?

There's a washer in the end of the stock pipe. Should I remove it when I install a silencer?

And I'd like to know about jetting a Suzuki 400 34mm carb on the 250 CZ. Jerry Jardine at Valerian's Two-Cycle City knows, but he hasn't answered my letter.

W.D. Jeffcoat
Houston, Texas

Listen, old W.D., friend of ours, some of your questions are getting beyond the scope of our column. Check your shop manual for things like piston clearance, and measure it at the bottom of the skirt. And either way of setting the timing is right, so long as you set the point gap between .3 and .4mm. Leave that washer in the stinger, too.

Although the bike rip-offs work round the clock in some neighborhoods, they're not practicing on you. The Kolbenschmidt piston does frequently wear out before the rings because the piston skirt is underdesigned and collapses, while ring wear is usually a function of how clean you keep your filter. This design flaw is something you CZ freaks just have to put up with until you form your own air force and threaten the factory with a 24-hour bombardment of piston pieces.

As for the carb substitution, we'd take apart Pete Szilagyi's carb for you, but he's always busy chasing chickens around his yard, or squids around the track. If you got the kit from Valerian's, the information was enclosed. If you didn't, you'll either have to ask them nicer, or you'll have to take courses in Two-Stroke Espionage.

PIPE DREAMS

Dear Wrench Racer:

I own a Kawasaki 125 and would like to know how to get more low-end grunt out of it. Which is better for MX, top end, or low and mid-range? What type of expansion chamber would be best for motocross, high or low pipe? What kind of effect would each have on the engine?

Kennan Geis
Okeene, Oklahoma

The cheap and dirty line on low end is a switch to a smaller countershaft sprocket, and always try the cheap route first before getting into the big-bucks stuff. Picking a torque curve for MX depends on the types of tracks you race; only go for top end when everyone's pulling you on the straights and you're tapped.

The shape of the pipe, not its mounting, determines its characteristics. But we prefer low pipes, or high pipes that are completely tucked-in, because they let you move around on the bike without frying your tights.

TIPS FOR STRIKING OIL

Dear Sirs:

I really enjoyed your Honda Elsinore 250 test, and since I purchased one, I know why you called it a "thrilling motocrosser."

I have a few questions that I hope you will answer. First: what weight of oil did you use on the test bike? The factory recommends Castrol R 40, but some other magazines say they used 30-weight. Which do you think I should use? Why? Second: what ratio do you mix it? The factory says 20:1, but that seems like it would gum it up. Would it hurt my bike to use 32:1? As it is, I can hardly afford to buy that sweet-smelling stuff, so running it leaner would be nice to my wallet.

Thanks for your time.

Tim Hempleman
La Habra Hts., California

Viscosity has no effect when oil is mixed with gas, but the mixing ratio does. We'd be tempted to run 32:1, but Honda must have some justification for their recommendation. Check with them or your dealer.

GOT THE OLD WHEELSPINNING BLACK AND BLUES

Dear MXA Wrench:

I own a Suzuki TM 250 J Champion. Can you suggest something to help me get more power to the ground and less wheelspin? I think you have the start of a great magazine. Keep it up.

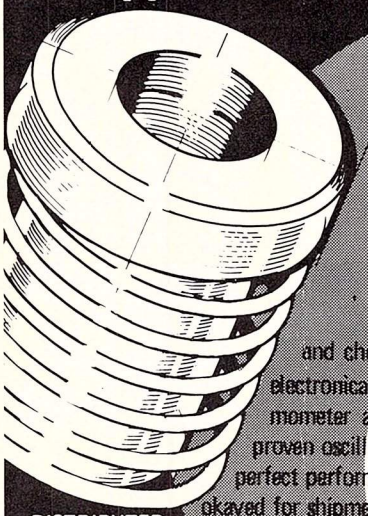
Harvey Redboard
Neponsit, New York

Check out the flywheel kits that are on the market for the Suzukis, and if that still doesn't do the trick, pick up one of those humongous rear knobbies. Good luck. *

Got problems? Don't we all, but if it has to do with motocross racing, we can help you. At least we can try to help you. Any way you look at it, you'll feel better if you write us a letter explaining what ails your machine, your bod or your racing. We'll talk to the people who know and lay the heavy info on ya. We're at: Wrench Wracing, MOTOCROSS ACTION Magazine, P.O. Box 317, Encino, California 91316. Remember, we can't screw it up any worse than you can.

A PIECE OF THE ACTION

Spring-Loaded Poppet



It's *small* — only 420 *thousandths* of an inch in length — but it's the *heart* of Arnaco 2ND™ (Tuned) Suspension's unique *action* — the reason why you get more of your engine's power to the ground, and why your bike handles better and brakes with greater safety. Naturally, with such small parts doing important jobs, we take *extra* care in precision building and checking. Every one of the units we build is tested electronically on our dynamometer and must match a proven oscilloscope pattern for perfect performance before being okayed for shipment. That's why we can guarantee them for one *full* year, *even if you race them every day!* Perhaps surprisingly, even with a 'jewel'-like poppet in every suspension unit, a pair costs only $49.90 *complete*.

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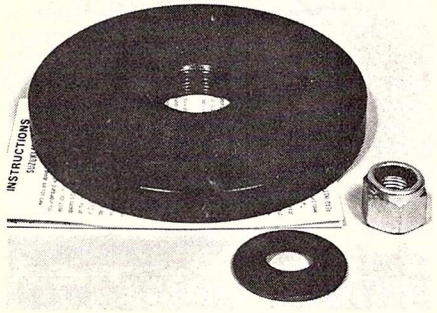
TRICKS FROM THE TRADE

New products for the discriminating motocrosser



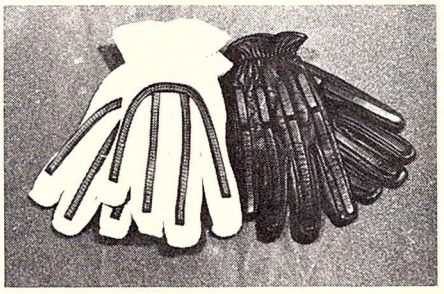
DR. JEKYLL MEETS THE CYCLONE

Unpredictable throttle response from your Suzuki getting you down? Literally? We've got just the thing for you, fella, in fact two things. Number one is the address of a reliable orthopedic surgeon. However, if the sight of your own blood tends to make you faint, you might want to consider the second alternative.

Competition Dynamics is more than willing to sell you a flywheel for your 250 or 400 Suzy. These little items are designed to deliver more predictable throttle response and low-speed torque than other flywheels of equivalent weight, crows the gang at CD, and are made of high-quality steel—a sure selling point for the snobs among us. The flywheels, or "Torque Wheels" as the manufacturer refers to them in copyrighted fashion, come with a kit which includes aircraft-type fasteners, a timing disc, and installation and timing instructions for timing the bike with the flywheel in place.

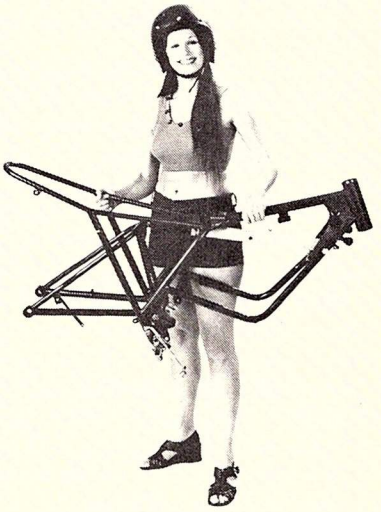
"Torque Wheels" (now they've got us doing it) come in both two- and four-pound sizes for both the 250 and 400 Suzukis. The two-pounders go for a spiffy $19.95, while the four-pounders are yours for $24.95—about the price of a good steak. You should specify weight and model and send a picture of your favorite pit tootsie when ordering.

When you do order, it'll work better if you send your cash to Competition Dynamics, Dept. MXA, 3421 East Harvard, Phoenix, Arizona 85008. Mention that you read all about it in MOTOCROSS ACTION and you'll get more power to the ground.



BETTER THAN PALMOLIVE LIQUID??

A day at the Pumpkin Center MX can play hell with your carefully manicured pinkies. And what with all the better manicurists moping around and muttering about time-and-a-half for overtime and suchlike, you may soon find that it comes down to choosing between spiffy looking hands and that new 73-tooth sprocket you've always wanted. Fear not. The folks at Trabaca Products will sell you a set of these specially processed for long-lasting durability, double stitched, rubber protected, seam out and natural tan hand protectors for less than you might expect. You can get yours by writing to Trabaca Products, 837 W. 18th Street, Dept. MXA, Costa Mesa, California 92627. That accomplished, you can walk up to that sulky manicurist, say "MOTOCROSS ACTION sent me," and slap him or her deftly across the face with one glove. If you want fast action on your order, say similar words to the folks at Trabaca.



WHY IS THIS WOMAN SMILING?

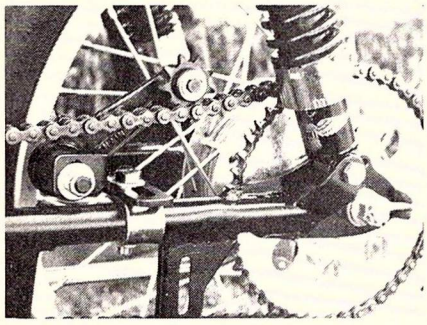
Could it be that her husband has just endoed into the Grand Canyon, leaving her only this much of his bike and a $50,000 life insurance policy? Could it be that she heard her boyfriend muttering something about his bike weighing too much, and so took matters into her own hands? Perhaps.

We, however, prefer to think that she's just chosen this rather strange way of showing off the new Motorcycle Industries and Service, Inc. (MISI to those of little patience) frame, a little critter with a claimed weight of 27 pounds and a monoshock suspension system.

Monoshock?—you say. Indeed. MISI tells us that the system has an infinitely adjustable pneumatic and spring pressure, and that the dampening rate is adjustable in both directions. Suspension, says the lady, can be tuned to individual rider and track conditions. And then she smiled.

So if you want to try something new, or if you just want to look a lot like Ake and the boys, you might query MISI about the Monoshock

Frame. It comes complete with backing plate mount, brake cable and chain guide mounts, and can be ordered for Kawasaki, Yamaha and Suzuki engines. Or you can order a special number for your particular brand of mo-ped. For more info, contact MISI, Dept. MXA, 2409 E. Apache, Tulsa, Oklahoma 74410. If you say you read about it in MOTOCROSS ACTION Magazine, the lady will smile at you.

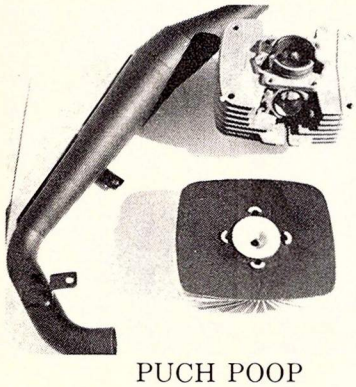


TIGHTEN UP

If you've ever tried to kiss the trophy girl, only to be turned down because your drive chain is sloppy, you'll be glad to hear that the POSA chain tensioner is now available to you.

You will note that the POSA unit works on the top rather than the bottom of the chain. We thought this a little strange, but POSA says it works. Tension is applied through an idler arm and sprocket and is adjustable. Fits any and all bikes.

For more info, dial POSA Enterprises, Dept. MXA, 7530 E. Jackson St., Paramount, California 90723. Tell 'em MOTOCROSS ACTION Magazine gave you their number.

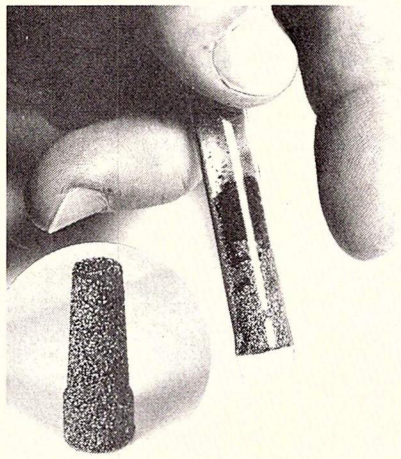


PUCH POOP

Cycle Products West has racing stripes on their building and sells Puch motorcycles. This makes them specialists in racing stripes and Puch motorcycles. Fair enough. Racing stripes are more or less state-of-the-art as is, but the same can't always be said about Puchs. That being the case, Cycle Products has come up with this handy-dandy competition kit for the 125 Puch. More poop for the Puch, and if you can say that ten times really fast, maybe you win a free one.

The kit utilizes your stock head and cylinder, and consists of a custom engineered downpipe, reported cylinder and re-machined head. You can send your head and cylinder to Cycle Products West and have the whole thing done at once for a poopy $99.95, or you can do it in stages: $49.95 for the pipe, $50 for the cylinder and $22.95 for the head. As the quicker of you have already noted, doing it all at one fell swoop will save you a nifty $22.95, easily enough to buy a set of titanium rim locks.

You can engage in a transaction with Cycle Products West by sending money and parts to Dept. MXA, 11900 W. Pico Blvd., West Los Angeles, California 90064. Tell 'em MOTOCROSS ACTION Magazine suggested you do so and they'll wax enthusiastic.



A CLEAN CARB IS A HAPPY CARB

K & N Engineering feels that you should know that dirt, grime and course flags which get sucked into your carb and engine can cause a condition politely referred to as "DNF." Course flags are a special problem having to do with still air boxes and steering inaccuracy, but dirt and grime often enter a virgin carb through the fuel lines. Enter K & N.

The new K & N inline fuel filter, pictured above or below as the case may be, slips into the gas line in veritable minutes, and is engineered to stop those minute particles of concentrated nastiness which can, and will, harm your engine. The filter is made of a "special space age metal process," according to the wordsmiths at K & N, much like tiny ball bearings compressed into a cone. Fuel passes through while the dirt is trapped. You can then see the dirt, and flush the filter clean.

This space age filter retails for a horse and buggy 95 cents, and can be had from K & N Engineering, P.O. Box 1329, Dept. MXA, Riverside, California 92501. If you mention MOTOCROSS ACTION Magazine, they'll be impressed.

GEE CHET, YOU'VE GOT THE CUTEST LEATHERS

"Protection, yes! Perspiration, no!" That's the somewhat effete battle cry of the folks at Endura of California, who want you to know that it's not necessary to be all sweaty to have protection from that cobby old racetrack you spend a certain amount of your time sliding around. Instead of those hot leather jackets which no one wears anyway, you can stay reasonably cool and calm in a set of Endura Motocross Sleeves.

The Endura sleeves are padded in the appropriate places, and have adjustable tape and elastic back straps and zippered forearm closures. Sleeves come in a whole rainbow of colors and can be ordered to coordinate with the rider's pants. Sizes run the same as for full jackets.

Order yours from Endura of California, 312 South Palm Ave., Alhambra, California 91803. When you write, you might mention to them that you read about it in MOTOCROSS ACTION, the magazine that prefers sweat to perspiration.*

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WFO

Continued from page 8

a small strain of rip-off in their blood; and two: the Beginners class is bound to be chock-full of cherry pickers.

The promoter thing I understand. Everyone's out to make a buck, motocross is a fairly new sport without sufficient controls and most motocross riders are so eager to race they'll put up with damn near anything just for the chance to compete. The cherry picking thing, however, I find a little harder to deal with. If you're an Expert, an Amateur or even a Novice, what's the thrill of winning a Beginners Class trophy? The most admiring pit tootsie in the world isn't going to be terribly impressed when her expert goes out and cleans up on the Beginners Class. If she is, she's the type that gets off on a good mugging. Similarly, no sponsor or potential sponsor is going to be too impresssed by a Beginner's trophy. Why should he? Beginners' wins don't sell motorcycles, and cherry picking in the Beginners Class probably means you're not good enough to pick up any brass in your own. He'll be on the lookout

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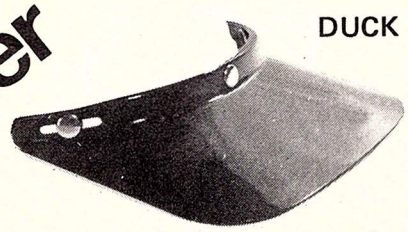

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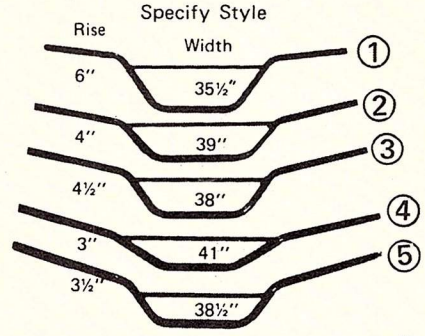

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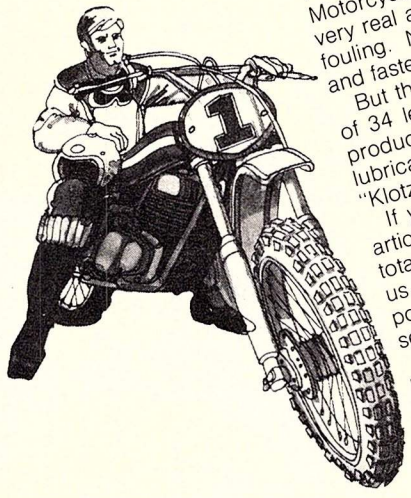
for someone who is.

The Beginners Class exists solely to introduce people to motocross, to get them interested, make them enthusiasts. But if a guy comes out to the races for the first time only to get his doors blown off every second lap by a local hotshoe who's out for a bit of ego fulfillment, he's not likely to come back a second time unless he really loves racing. More probably he gets turned off and doesn't come back. One less bod for the sport.

Motocross is growing up. ABC sends Keith Jackson out to the races to put up with the dust and noise (it's a lot nicer out there on the golf course, eh Keith baby?) and *Sports Illustrated* thinks MX is positively transcendental. But we still have a little self-policing to do. It's time to get rid of the squids, be they pit racers, cherry pickers or whatever. Drop us a line at MXA with your suggestions as to how best to do it. Think of it as a contest. Write to MXA, Pit Squids and Cherry Pickers International G.P. Extravaganza, Box 317, Encino, California 91316. We'll be waiting with baited typewriter. *

KLOTZ™ **Our Secret Is Out!**



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But then last January, DIRT BIKE Magazine ran a test of 34 leading oils and proved that using Klotz actually produces a significant power increase over ordinary lubricants. Now almost everybody knows why we say, "Klotz is Power to Go!"

If you would like a free reprint of the DIRT BIKE article and a Klotz decal, as well as a brochure on the total line of "Klotz-Power to Go" products, just send us your name and address along with 25¢ to cover postage and handling. If you include 50¢, we'll also send a sew-on patch.

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KLOTZ POWER TO GO

RIGHT FIRST TIME

April 1973 and Jim Pomeroy took his Bultaco Pursang to the start line of the Spanish Grand Prix . . . his first-ever effort in the World Championship Series. Forty-five minutes later the young American took the checkered flag against the very best 250cc class riders in the world. First American ever to win a Grand Prix, first American ever to lead the World Championship table and first rider to ever win a Grand Prix race at his first attempt. Right first time, indeed!

BULTACO

RACE TEST

Sr. Bulto's Baby Goes Through Some Changes

BULTACO 250 PURSANG

There's little doubt that over the past few years the fastest out-of-the-crate 250 motocrosser you could buy was the 250cc Bultaco Pursang. Some other 250s had more torque or handled better (at least differently—riding a Pursang is definitely different). But when it came to a straight-out drag race, more likely than not the Pursang got there first. Even in Yurp, Marcel Wertz usually led into the first corner with such notables as Joel Robert and Torlief Hanson lagging behind. The 250 Pursang was a fast motorcycle.

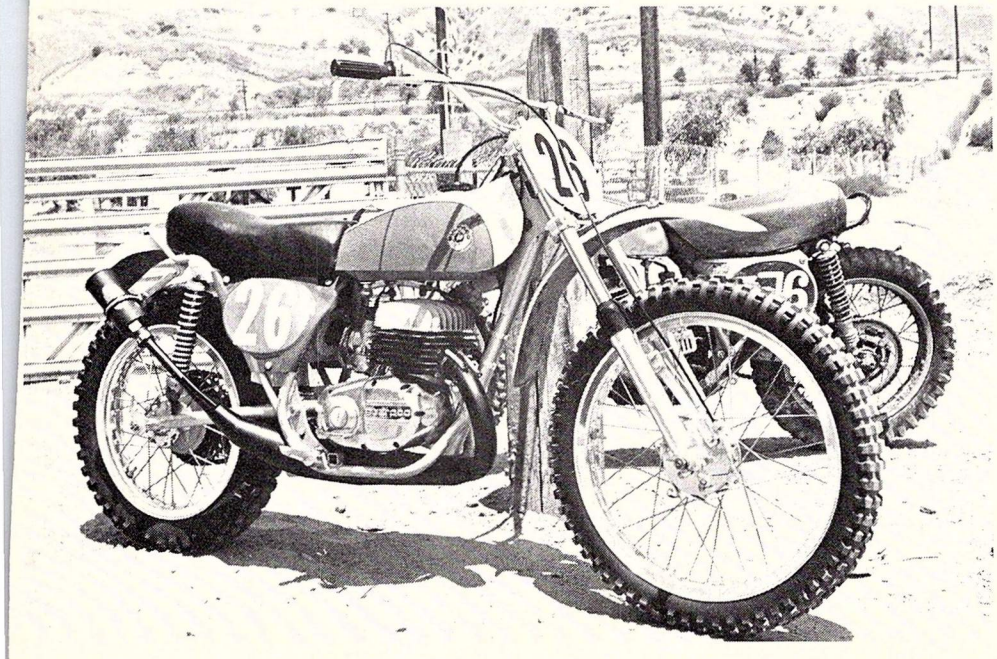
Surprise! The 1973½ *cum* 1974 Pursang isn't the fastest 250 you can buy. We can think of three or four different 250s that put out more ponies than the Pursang. But it's hard to think of three or four other brands that have the torque spread of the new Pursang.

Bite your tongue, you say. The Pursang has never had an overabundance of torque; in fact, that's been one of the big troubles with the 250 Bultacos. Right. But not anymore. Now the Pursang is a stump puller with a torque band that starts down low and just keeps coming on.

In the past, twisting the wick on a Pursang could be an enlightening experience. If you opened the throttle wide at about 2000 rpm about all you'd get was a loud moan through the infamous Amal carburetor. As the revs built slowly, the moan would get louder and the bike would pick up speed—slowly. But at about 5000 rpm things began to happen. The engine moan turned into a shriek, the rear tire exploded the ground beneath you, the bike hurtled forward, you shifted just about as fast as you could move your foot, and all the time you were trying to swallow your heart and keep your stomach from turning over as you watched the turn at the end of the straightaway grow at a bladder-emptying rate. Said 250 Pursang, once it got on the pipe, was a very rapid motorcycle.

Tain't that way with the new bike. With the introduction of the new models, Bultaco decided to build motocross machines instead of

Skyway silencer replaced the unlamented chrome pickle. Shocks worked, but were the noisiest units tested since the infamous Southeast Alabama Chickenwire Trampoline of '04.



Lean and mean, the Bul 250 looks *like a race bike. It is.*

smooth-track scramblers. Oh, sure, many motocrosses were won by the older model, but most of these wins were on horsepower tracks, where brute power made the difference. When it got into the cut-and-thrust racing that's supposed to be real motocross, the Pursang was at a disadvantage.

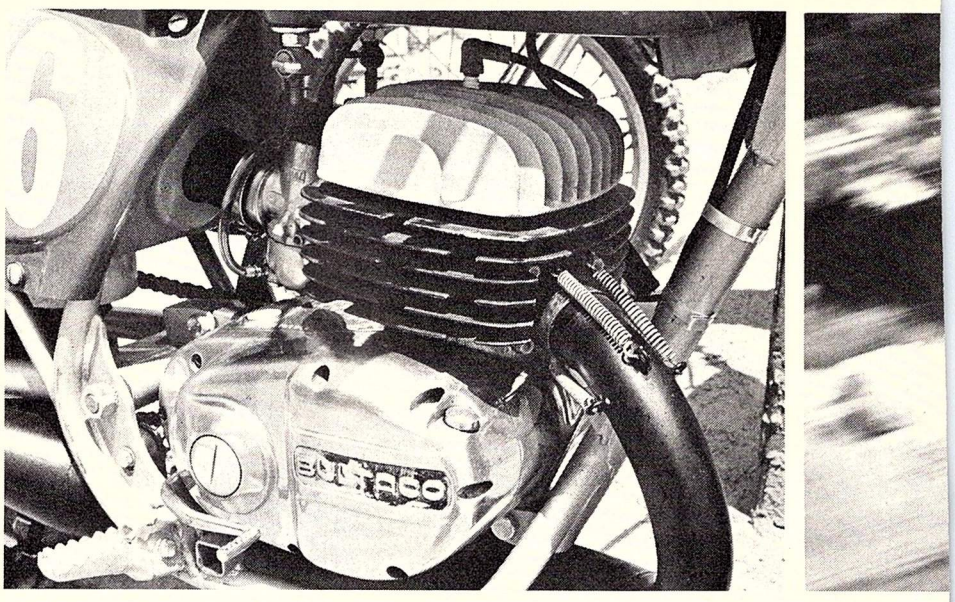
Now when you pull the wire at low revs, the bike moves forward right smartly. You can let the revs drop to just above idle and the bike will still pull away hard. Old Pursang riders will wait for the back-bending thrust at five grand, but it never happens. Instead, the bike just keeps going faster and faster until the engine runs out of revs. Most un-Bultaco-like.

After our first session with the new bike we were somewhat disappointed: The bike felt way down on power, but to keep ourselves honest, we decided we'd enter the bike in a motocross or two, just to make sure. For two consecutive weeks we ran at Indian Dunes just to see what would happen. In a total of six starts, the Bul reached the top of the start hill—which involves going from first through fourth—in first once, third twice, fourth once, and sixth once. The other time the bike was dead last, but that was the rider's fault. It's hard to get a good start when you're picking your nose as the starter drops the gate. Three of these starts were against the Juniors, and three against Experts. El Pursang puts its power down in a usable manner!

Another thing the older Pursangs wouldn't do too well was turn. Let's qualify that; they wouldn't turn tight. Under power, and sliding, there may not have been a bike in the world that handled better than the old Bultacos. But in tight second and third gear corners, under-power and sliding doesn't always make it—unless your name happens to be Tom Rapp. Since not everybody's name is Tom Rapp, many had trouble handling the heavy rake and trail of the old Pursang.

Again Bultaco made a change. Frame geometry on the new ma-

Current Pursang has more low end, but feels like it's down on power. But there's lots of room inside that squatty cylinder to do just about anything you've got the nads for.



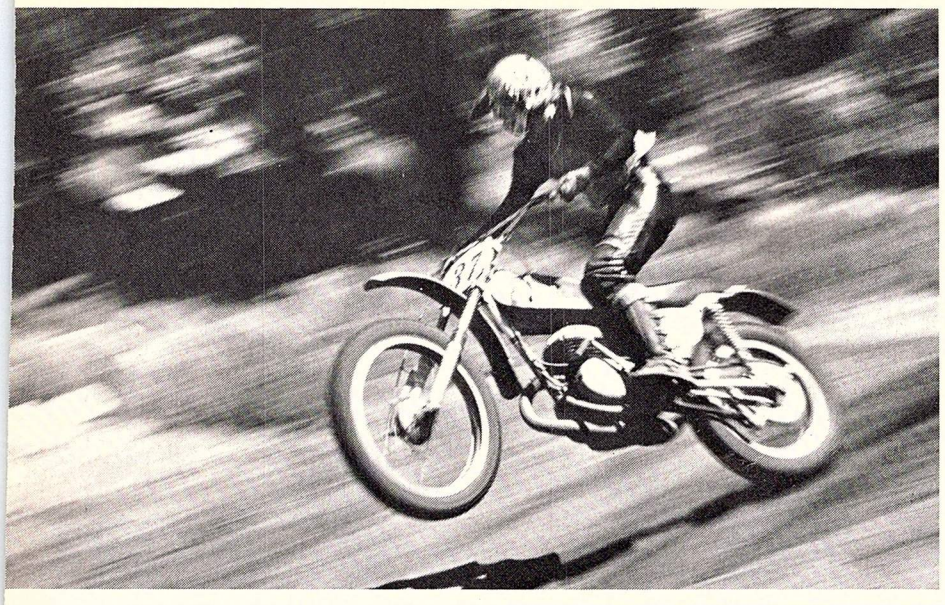
chines is the same, but the triple clamps have been modified and that's changed the entire handling characteristics of the bike. The clamps have brought the fork legs back closer to the frame steering head, thus reducing trail. Now the bike will turn with, or under, just about any 250. As a consequence, the Bul won't slide quite as well as it did before, but it's still better at it than 98 percent of the other machines we've ridden. And it turns right smartly.

As for the suspension itself, it's what we've come to expect from Bultaco. The Betor front legs are as fine a pair of units as you'll find anywhere. Bultaco has a working agreement with the Betor factory, and it seems that Bultaco Betors always work a bit better than Betor Betors. Whatever the case, the forks have just over seven inches of travel, counting rebound and compression, and that's enough to smooth out the whoopiest of the whoop-de-dos.

Bul's Betor rear shocks are the five-way adjustable type, and it seems like you either like them, or you don't. Out of the six of us that rode the bike, four liked them and two didn't. Those that didn't couldn't really say why they didn't; mostly, it came out like, "They just don't feel like my Konis." Or Girlings, or whatever the case might have been. Once a person gets used to something that's all he likes. It's enough to say that the Bul shocks should be fine for everyone except the expert rider who already knows exactly what he wants.

Put the '72 version next to the new model and chances are you won't be able to tell the difference; until you get up close, that is. Then you'll see the different triple clamps, and a new version of the Spanish Amal that seems to work pretty well. Other than these two differences, it's hard to tell the two models apart.

A change you probably won't notice is that the gas tank capacity has been enlarged to 1.85 gallons. The wheelbase has been shortened



BULTACO 250 PURSANG
SUGGESTED RETAIL PRICE: $1195
ENGINE TYPE, INDUCTION: Two-stroke, Piston port
ACTUAL DISPLACEMENT: 244.29cc
BORE AND STROKE: 72mm x 60mm
COMPRESSION RATIO: 12:1
CARBURETOR: Amal 36mm, center float
CLAIMED HORSEPOWER/RPM: 36.3 @ 7500
PRIMARY DRIVE: Joresa chain
GEARBOX/SHIFTING: 5-speed/right foot
GEARBOX RATIOS:
1) 2.66:1, 2) 1.95:1, 3) 1.49:1, 4) 1.20:1, 5) 1.00:1
AIR FILTER: Oiled foam
ELECTRICS: FEMSA pointless
LUBRICATION: Pre-mix
SUSPENSION: Betor
TIRES/RIMS
front: 3.00x21 Pirelli/Akront alloy
rear: 4.00x18 Pirelli/Akront alloy
WHEELBASE: 54.75 inches
SEAT HEIGHT: 31 inches
CLAIMED WEIGHT: 220 pounds
STARTING: Non-primary kicking
DISTRIBUTOR:
Bultaco American West
P.O. Box 101
Santa Clara, California 95050
Cemoto East
P.O. Box 1065
Schenectady, New York 12301
COST OF REPLACEMENT PISTON, RINGS: $34.45 complete
COST OF REPLACEMENT LINER: $35.57
COST OF REPLACEMENT SHOCKS: $27.18 each. $11.38 rebuild kit

somewhat (due to the change in triple clamps) to 54.7 inches, give or take some, depending on where the rear wheel is located in reference to chain adjustment.

One thing you won't notice, at least until the first time you ride the bike, is the saddle (heh, heh). It isn't a seat, it's a torture rack. And Bultaco personnel in this country are the first to admit it. Our test bike had been re-padded and no one tried to hide it. Tom Patton, Bultaco's advertising/PR man, flat said that he didn't want to see us with the infamous Bultaco tattoo on our cheeks, so he made the change. He also said the seat was worse than the '72 model, and that one took the prize as the worst we'd ever seen. If you're contemplating purchasing a Bul, we suggest you leave enough in your budget to make a change here. If you don't, you'll end up with a horrible affliction, "Bultaco Bite," a disease so frightening we can't even mention it here because we're sort of a family magazine.

An interesting fact to ponder is that the 125, 175, 250 and 350cc Pursangs all share the same lower end; the only major engine difference is in the piston, head, cylinder and expansion chamber. Because of this, reliability should be supergood on the 250. One of our staffers has a '72 350 Pursang and it hasn't given him any trouble yet.

Surprise of surprises. Neither the fork seals or the gas cap leaked. Is nothing sacred? To make up for it, the rear shock seals went away right after the bike was picked up. Chances are this was a factory error, because the second set never gave any trouble.

In the past Bultaco has tried just about everything to make strong, supple fenders. They've tried light fiberglass, thin plastic, light plastic, thin fiberglass, and various combinations of the two; nothing has worked. Our test machine had fiberglass units.

The grommets quickly pulled through and the rear fender drooped down on one side. Maybe Bultaco

Amal carb gave us no trouble, but had a tendency to drool all over everything. Oh well, it helps keep the cases clean.

should buy Preston Petty's and use them as standard equipment. It couldn't hurt.

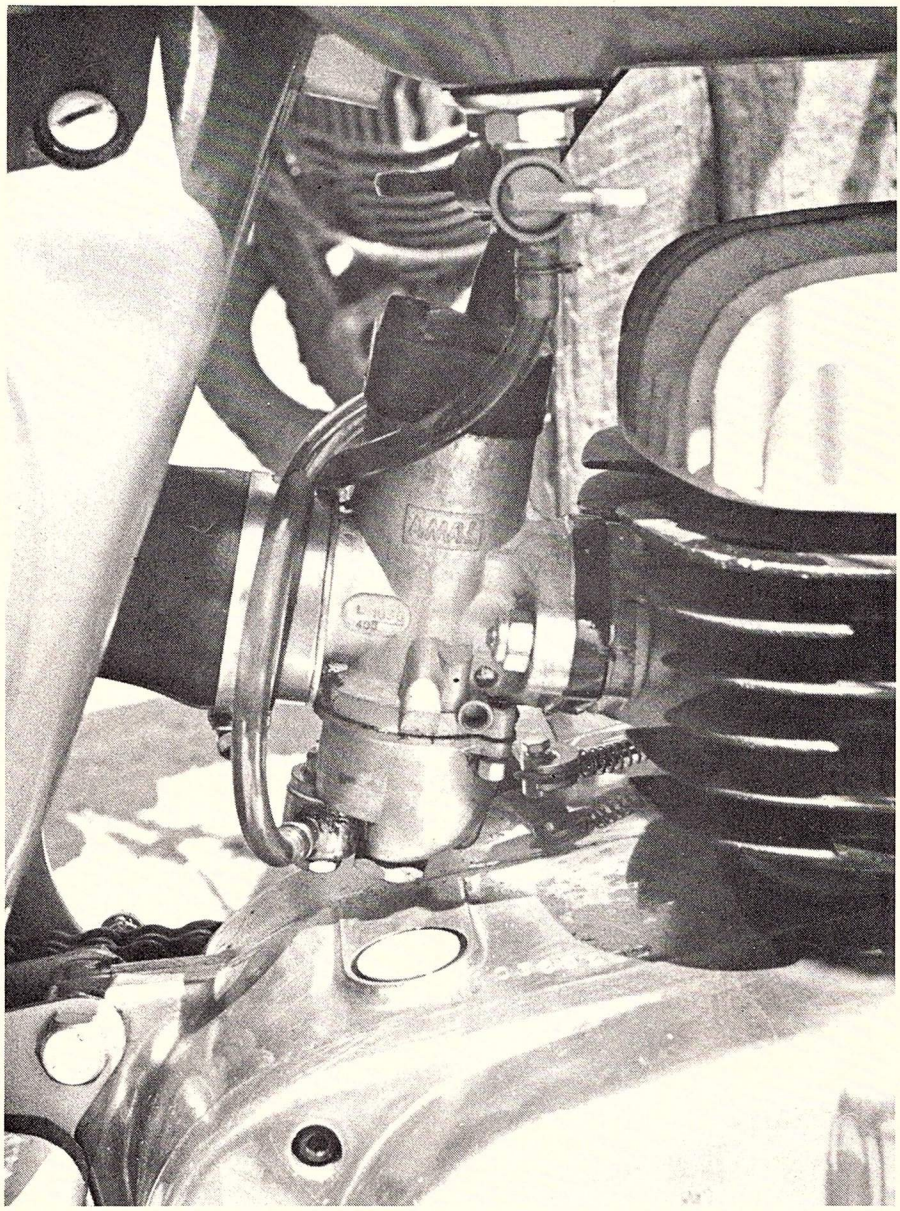
Bultaco has also thrown away the chrome pickle and installed a Skyway unit. Granted, Bultaco's old answer was quiet, but it choked up the engine's breathing, and weighed at least five pounds. Shore was pretty, though. But now you buy the bike and get something better and lighter and the Skyway seems to work well.

In the past, the brakes have been a hit-and-miss thing. Some Buls stopped, and others didn't. Our machine had super binders. You could adjust them to where either wheel could be locked up, not that we recommend this. Or you could tune them to right where you wanted them. We even took a ride through water, a place where Bultaco brakes usually go south immediately, but they didn't. Still we do suggest you take it easy the first time you immerse the bike, or you could be in for an unpleasant surprise.

Like most of the European manufacturers, Bultaco claims on their spec sheet that any and all specifications are subject to immediate change due to constant improvements. Unlike the Japanese, who seem to want to get through a model year with what they started with, the Europeans make changes as soon as they find something better than what they've been using. In our opinion, that's the only way to go.

As we said earlier, there are 250s that put out more maximum power than the latest Pursang; however, if you live in an area where horsepower tracks abound, you can always run down to your local Bultaco emporium and ask for the porting specs of last year's machine. A little modifying with the Roto-Rooter and you can put in all the power you'll need; it shouldn't cost anything but time. But meanwhile, you'll just have to put up with the '73½ 'Sang's broad powerband, light weight, fantastic cornering and cushy ride.

Tough. *



MOTOCROSS
ACTION
26

WHAT AM THE "AMAS"?

What's it all about, Light Brown?

by CHET HEYBERGER

You're a promoter, see, and you want professional MXers at your event. You need them. Because they attract the spectators. And spectators buy tickets and hot dogs. So you've got to have AMA in your name to show that you're the big time. Consequently, the public has been dumped on with such names as the "Inter-AMA," the "Winter-AMA," the "Trans-AMA," the "Inter/Trans-AMA Qualifiers," and last but not least: the "Nationals," which is an exception to the normal obscuration.

To further pollute your eardrums and boggle your mind, everyone pronounces AMA as "am." So the rampant confusion is further compounded because our MX spectaculars have names that sound like over half the sporty car events in the world. No wonder no one outside of a few real MX freaks ever knows what's going on.

Now, however, the brilliant staff of MX ACTION is going to sort it all out, put it all in logical order, and use it for show-n-tell right here. All this information is based on (in decreasing order of importance): what Pete Szilagyi sez; what the riders tell us; stuff we made up within the confines of our trash pit-like office; vibes from pro-MX ref John "Light Brown" Lancione; and what the AMA press releases say. OK, here goes.

The multi-punctuated Inter/Trans-AMA Qualifiers were something the AMA invented to sort out which Americans get to race in the big-time Inter-AMA and Trans-AMA. There were about two dozen qualifiers, spread out across the country and run through April, May and June. The official AMA scorekeepers eyeballed each event and then went through a complicated, computerized calculation known as averaging. Everyone who rode a qualifier had their finishing positions totaled and divided. Then when the riders sent in their entry forms for the Inter-AMA or the Trans-AMA, either support or anti-European classes, the AMA gave preference to the consistently good riders. So far so good.

Meanwhile, the Nationals went on, beginning with Daytona way back when, and ending with Louisiana in September. And somewhere in the middle was the 250 Inter-AMA Summer Series (that we'll wrap up for you elsewhere in this issue). A minor complication for you scrapbook-types and record-keepers occurs here. The Inter-AMA race points counted toward the national 250cc champeenship (but only for "Americans" like Gary Jones, Jimmy Weinert, and red, white and blue Pierre Karsmakers).

Some Nationals and some qualifiers were used as dates within local shows like the Florida Winter-AMA or the Texas series. These are circuits the promoters put together themselves; naturally they call them some kind of "am."

That brings us up to the Trans-AMA, 11 races running in September through December, with nice fat purses of at least 12,000 quickly depreciating dollars. It just so happens—a convenient coincidence for promoters—that this series starts after the World Championship events are over. Add big bucks to good scheduling and you get instant Europeans. Everyone that can grabs a west-bound KLM, Lufthansa or Aeroflot and hits these shores with super-trick machinery, factory mechanics, lots of nads, and a size LARGE money belt.

Of course, our heroes are well practiced by then (having gone through "am" after "am"); they're not exactly all independently wealthy either; and they would like to blow off a European or several anyway. So the Trans-AMA is the big one, and if you want a dynamite show, with more than just a token foreigner or two, get thee to a Trans-AMA.

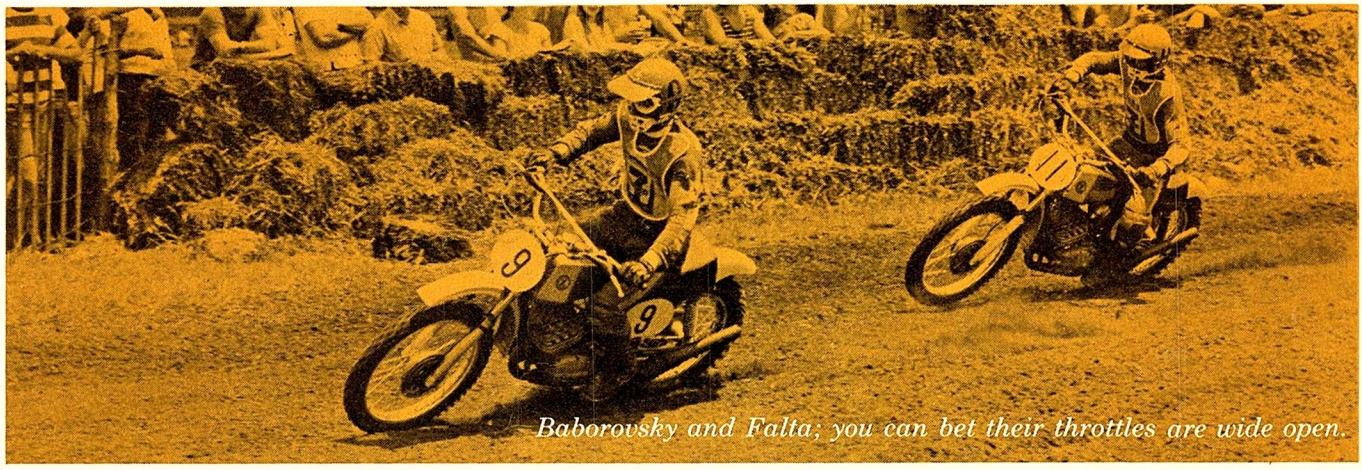
Hope that clears it up. And whether it's an Inter-AMA, Trans-AMA, Winter-AMA, Grand-AMA, or whatever, be sure to attend the "am" of your choice this Sunday. *

COMPETITION

THE INTER-AMA SERIES

by Pete Szilagyi

Fast, loose and down to the wire



Baborovsky and Falta; you can bet their throttles are wide open.

Lawrence, Kansas . . . Salt Lake City . . . Toledo, Ohio . . . After the Hang Ten United States Grand Prix? With the upstaging and one-upmanship that is rapidly becoming a part of motocross promotions, the '73 Inter-AMA series could easily have become the anticlimax of the year. How do you follow DeCoster, Bauer, Jonsson, Toman, Van Velthoven? Easy, with a laid-back summertime-type series that is significant in its own right. Moreover, with a series that doesn't have so many luminaries that it's hard to assimilate their tactics and riding styles in one single afternoon. That's the trouble with the U.S. Grand Prix; like a steak-eating contest, just too much good stuff to appreciate at one time . . . an overdose of talent.

Shuffled in Inter-AMA '73 were some old-line riders like DeSoto, Mikkola, Jones (#1 & #17), Lackey, Weinert, Runyard, Thor, *et al,* and some that we'd never seen before, or saw and paid no attention to: Baborovsky, Falta, Pomeroy, *et al.* And of course Karsmakers, who seemed content in his role as bastard American/expatriate European, giving big fits to all.

The CZ factory administered the *coup de grace* to the series by importing Jaroslav Falta and Antonin Baborovsky, two equally talented, WFO all the time Czechs. Fair is fair, however, as CZ has been embarrassingly short in the *coup* department recently.

Husqvarna picked their best rider for public relations, Heikki Mikkola, who has always been a favorite in the States, probably despite, rather than on account of, his rough-and-tumble manner and riding style. Mikkola is always battling for the lead, instead of trying to hold it. The Avis of motocross riders, if you will. Heikki looks like a shot-and-a-beer man, and rides like one.

Watch the personalities go around, week-after-week, watch new faces emerge from the crowd, old faces fade, watch the incredible Czechs, watch Heikki, watch the Europeans do a knobby dance on the Americans . . .

SALT LAKE CITY

Salt Lake is not a city full of parsimonious Mormon grannies just waiting for you to look askance at their daughters; it is, in fact, chock-full of motocross addicts. The guys from SLC, Bob Brown and others, have been traveling all over the country following this tour and that, never having the opportunity to ride for the home folks in pro-AMA competition. Their home track, Manning Cycle Park, turned out to have the most spectacular scenery of all on the Inter-AMA—snowcapped mountains, wildflowers, the whole bit—it was also the dustiest.

SLC also got shortchanged in the European department. It was only natural that a whole gaggle of Europeans would stay over from the previous weekend's USGP and take a little vacation up in the mountains at a money race. Much to Pierre Karsmakers' delight, such was not the case.

Jim Pomeroy rode the 250 tour, and proved to be Karsmakers' nemesis in the first moto. He passed

Kawasaki
Kawasaki
Kawasaki
Kawasaki
9

Photos by RICHARD CREED, JIM RUSSELL and the Staff of MOTOCROSS ACTION.
(CREED photos appear courtesy of *Cycle News.*)

A typical DeSoto bermshot. His face and forks are both contorted.

John-John got a new GP CZ. He and Weinert rode consistently, if not spectacularly.

Pierre and set sight on Mikkola, the leader. When was the last time you saw an American pass Karsmakers? Trouble was, though, Jim got overanxious and dropped it, inspiring Pierre to clip Heikki. All through, Marty Tripes had been trying to overcome a bad start, and he moved up through the pack quickly.

Possibly Marty was doing penance for his lackluster performance in last year's Inter-AMA opener. Remember when he aced the Europeans in the first Superbowl and was expected by many to dominate the '72 Inter-AMA? Bad vibes. Anyway, Marty zipped off to a quick lead over Pierre and the troops in the second moto (they ran two 40-minute motos in the Inter-AMs this year. Brad Lackey was running a distant third; can you picture what was going through his mind . . . a 17-year-old kid running away from him . . . Bad Brad was told that *he* was #1.

Tripes' Elsinore (or reasonable facsimile thereof) self-destructed, and Pierre winked as he motored past. So did Brad, who did a good job of holding off Pomeroy for second place.

A smiling Pierre, his teeth blackened from the horrible, almost inexcusable dust at SLC, accepted the first place check. Ron Pomeroy was the first Support 500 rider in; both were favorites . . . the '73 Inter-AMA starts out in storybook fashion.

RESULTS/SALT LAKE CITY INTER-AMA

International Class

1.	Pierre Karsmakers	Yamaha
2.	Brad Lackey	Kawasaki
3.	Jim Pomeroy	Bultaco
4.	Heikki Mikkola	Husky
5.	Jim Weinert	Kawasaki
6.	Mike Runyard	Suzuki
7.	Marty Tripes	Honda
8.	Rich Thorwaldson	Suzuki
9.	Bob Grossi	Husky
10.	Rich Eirstedt	Honda

Support Class

1.	Ron Pomeroy	Bultaco
2.	John Franklin	Maico
3.	Ken Fowler	Bultaco

LOS ANGELES . . . THE SUPER-DOOPERBOWL

It may have been part of the Inter-AMA technically. Actually though, it was a whole different thing. Instead of two 40-minute motos, there were three 20-minute heats. And while it was all for points and glory, the site (So this here's the Coliseum. Where's the lions? Heh, heh.), the ushers (Whaddaya mean, you gotta go to the bathroom? Siddown, kid!), and the atmosphere (as exemplified by the program, according to which a "Gate" is: "The starting area of a motocross is referred to as the gate because there is a gate.") made it more like a circus. For a more complete report, see the separate story in this issue.

LAWRENCE, KANSAS

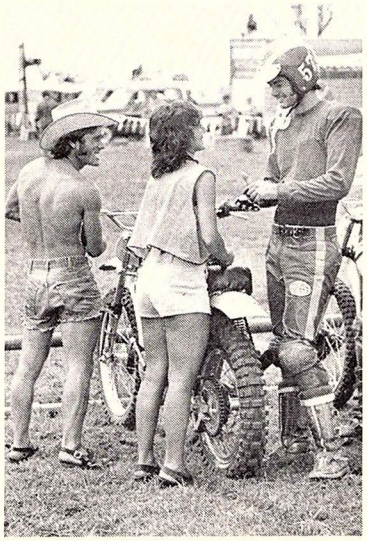
Going from the Sooperdooperbowl in busy Los Angeles to the lazy corn fields of Kansas was a real vacation for the riders. Lawrence was where the actual get-down-to-business racing started; an Inter-AMA champ had to be decided, and the entire cast was now assembled on a real track, not an artificial stadium track.

Lawrence was a significant affair in another respect. It was a success-

Support riders Kelley and Campbell churn through the Lawrence loam.

Tripes sails over DeWayne after the elder Jones got his usual jackrabbit start.

Bad Brad doesn't ride 250s as fast as he does the big-bores. An evident fact after Inter-AMA '73.



Pomeroy, his French mechanic, American girlfriend and Spanish bike.

Tony Baborovsky is hooked up and moving. Look at the new CZ frame.

ful promotion . . . the track was perfect, the facilities were wondrous when compared to some of the marginal MX parks where the guys often race, the people were hard-working, understanding, and appreciative. More than one rider was overheard commenting, ". . . I don't believe this, I must have died and gone to heaven."

But the good vibes broadcasting through the hills of eastern Kansas were lost in the roar of the first moto. What began as a typical Gary Jones holeshot start deteriorated into a kicking, blocking and shoving contest between Jaroslav Falta and Pierre Karsmakers. Falta's teammate Antonin Baborovsky took the lead after Jones' seat jumped off, while Jaroslav (umm . . . let's just call him Jerry), Jerry, was flopping around the track trying to make up some time after a bad start. Baborovsky (we'll call him Tony), Tony, soon lapped Jerry, and Pierre was about to catch up with Jerry. Jerry figured (roughly), ". . . what the hell, I'm so far behind that I have nothing to lose, I might as well block Pierre so he can't catch up with Tony."

Jerry effectively blocked for his CZ teammate for several laps. Karsmakers tried to pass on the inside, on the outside, down the straightaways . . . futilely. Meanwhile, Tony was taking advantage of Falta's support and widening his lead over the pair. Pierre eventually foiled Falta in a daring pass at the end of a straightaway but couldn't catch Baborovsky before the 40 minutes were up.

To say that Pierre was PO'd would be the understatement of the year. Karsmakers and the Czechs had a spirited conversation in several different languages, both parties convinced that they'd acted within the bounds of motocross etiquette. Karsmakers quickly ended the discussion by laying Tony out on the deck and stomping back to the Yamaha pits. Baborovsky suffered what might be considered an "occupational hazard." A sore jaw.

The antagonists, protagonists, Dutchman and Czechs had precious little time for playing pushy-shovey in the second moto. Tripes dashed into a quick lead, with Mikkola right behind. Pierre settled into third, content with his position; even if Marty or Heikki won, which seemed likely, Pierre would still have

enough points for the overall.

Husky shoved Mike Hartwig down into the Support Class for the Inter-AMA, since he's a better big-bore rider than he is a 250 rider. Hartwig is definitely International talent; hence he had little trouble wrapping up the Lawrence Support class with three wins.

RESULTS/LAWRENCE INTER-AMA

International Class

1. **Pierre Karsmakers** ..... **Yamaha**
2. **Antonin Baborovsky** ..... **CZ**
3. **Heikki Mikkola** ..... **Husky**
4. **Jim Pomeroy** ..... **Bultaco**
5. **Brad Lackey** ..... **Kawasaki**
6. **Bryar Holcomb** ..... **Bultaco**
7. **Rich Thorwaldson** ..... **Suzuki**
8. **Bob Grossi** ..... **Husqvarna**
9. **Rich Eirstedt** ..... **Honda**
10. **Marty Tripes** ..... **Honda**

Support Class

1. **Mike Hartwig** ..... **Husky**
2. **Bob Harris** ..... **Maico**
3. **Doug Grant** ..... **Bultaco**

DELTA, OHIO

The Czechs (or Russians, as folks were calling them) came alive in the flatlands of northwestern Ohio. Since the Superbowl they'd been blowing minds with their riding style . . . keep them suckers wound up tight and hold on. Tony and Jerry (Baborovsky and Falta) could easily make the transition from motocross stars to rodeo riders, since they handle their CZs like bronc busters. If you watch Heikki or Pierre or Pomeroy or Brad, you can detect a bit of finesse in their riding styles, but the Russians, excuse us, the Czechs, ride with the finesse of a rooting warthog. Land on the front wheel? Who cares. See some bumps up ahead? Gas it. The Czechs live by the "gas it" credo. The crowd loves it.

The factory CZs that propelled the crazy Czechs around the track were the trickiest machines on the Inter-AMA tour. Mag cases, slotted sunburst (porcupine) heads, new frames and swingarms (red); bizarre, but you can expect to see the same frames and some of the other custom goodies on production CZs someday, because that's how CZ does it.

CZs cleaned house at Delta. Jerry was first, Tony third and John DeSoto fourth, also on one of the porcupine CZs. Mikkola was the only non-Czech in the big money.

Hartwig again ripped off the Support class, even more so than usual since Delta is relatively close to his home town of Hadley, Michigan, and you can bet there were a few old friends in the crowd.

RESULTS/DELTA INTER-AMA

International Class

1. **Jaroslav Falta** ..... **CZ**
2. **Heikki Mikkola** ..... **Husky**
3. **Antonin Baborovsky** ..... **CZ**
4. **John DeSoto** ..... **CZ**
5. **Jim Pomeroy** ..... **Bultaco**
6. **Brad Lackey** ..... **Kawasaki**
7. **Gary Jones** ..... **Honda**
8. **Gary Semics** ..... **Husqvarna**
9. **Gary Chaplin** ..... **Maico**
10. **Jim Weinert** ..... **Kawasaki**

Support Class

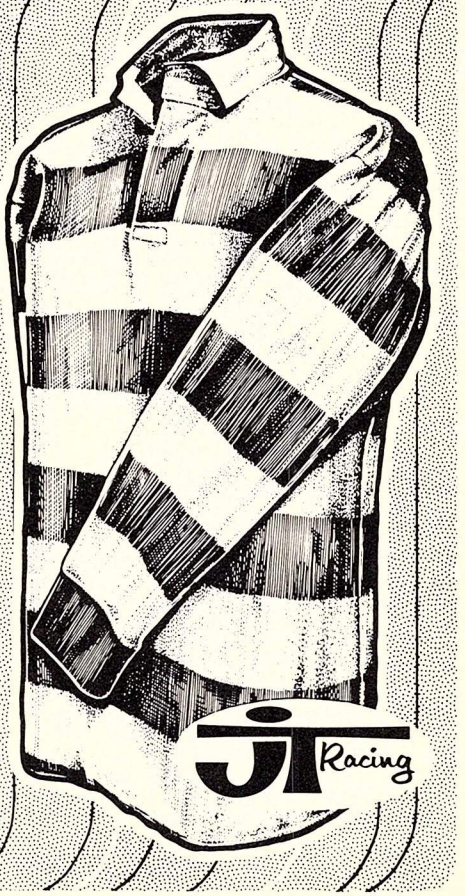
1. **Mike Hartwig** ..... **Husky**
2. **Bob Harris** ..... **Maico**
3. **Doug Grant** ..... **Bultaco**

UNADILLA, N.Y.

Unadilla is probably the best motocross track in the U.S.A. The riders and spectators love it, and if there was one Inter-AMA race to make for sure, this was it. FIM officials were on hand as observers, since the event was being run as a mock GP. Practice and time trials were held on Saturday, as per FIM procedure, as well as to provide entertainment for the hundreds of spectators already camped out. Gary Jones qualified fastest, surprising no one, since Gary is known as a sprinter. The FIM guys nodded their heads, "Yes, that's the way it's done. You all can have a real live 250 GP here next summer, pardners."

The series overall in both the In-

SCRAMBLE JERSEYS



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MX-11

ternational 250 and Support 500 classes was still up for grabs. Karsmakers, Jerry and Tony, Heikki and Jim Pomeroy could all conceivably win the 250 class, depending, of course, on how spectacularly they performed and how much bad luck would befall the other contenders. Pomeroy, believe it or not, was leading in points coming into Unadilla, solely because of his consistent finishes. Heikki wasn't far behind.

Heikki and Tony zipped off to a big lead in the first 40-minute moto, way ahead of Jerry and Pierre, who were dicing back in the pack, we hope more politely than in Lawrence. Such the moto ended, with some especially spirited riding by Tony Baborovsky . . . he wanted to catch Mikkola real bad, and any whoop-de-dos, jumps, bumps and berms were just incidental bits of turbulence in his flight path. Ride 'em, Tony!

Again the second moto saw the Europeans knobby-tire-tracking the Americans. Mikkola was #1 to take the day's overall and the series overall. Tripes almost caught up with Heikki, showing some of them eastern fellers why he's such a respected rider back home in earthquake country.

Even though Mike Hartwig didn't even race in the first two Inter-AMA events, he still looked like a shoo-in for the Support overall. All he had to do was win at Unadilla, which seemed like no great chore since his previous wins were so seemingly effortless. Poor Mike crashed once, then his Husky got temperamental, allowing Billy Grossi the Support win on his shiny new fuschia Kawasaki 450. Bob Harris, a local Yankee talent, took the Support overall with a bunch of second place finishes. The kid must have religion.

RESULTS/UNADILLA INTER-AMA

International Class

1. **Heikki Mikkola** ..... **Husky**
2. **Jaroslav Falta** ..... **CZ**
3. **Pierre Karsmakers** ..... **Yamaha**
4. **Gary Chaplin** ..... **Maico**
5. **Gary Semics** ..... **Husky**
6. **Gary Jones** ..... **Honda**
7. **Rich Eirstedt** ..... **Honda**
8. **Bob Grossi** ..... **Husqvarna**
9. **Tim Hart** ..... **Yamaha**
10. **Tony DiStefano** ..... **CZ**

Support Class

1. **Bill Grossi** ..... **Kawasaki**
2. **Bob Harris** ..... **Maico**
3. **Ron Pomeroy** ..... **Bultaco**

WHAT DOES IT ALL GO TO SHOW?

Unlike last year's Trans-AMA in which Ake Jonsson won nine straight, the '73 Inter-AMA series won't be remembered as something very special. Falta and Baborovsky provided thrills galore and probably sold a gang of CZs for American Jawa. They also demonstrated some very European motocross riding . . . team riding, to the American public, who rarely have seen any misconduct worse than DeSoto's propensity for shifting other riders' transmissions.

Pomeroy established himself as the best bet for "top American" in the upcoming Trans-AMA series, and the Superbowl was a very successful motocross promotion. But the '73 Inter-AMA will be remembered by most of the riders as one of the best organized, most hassle-free tours in U.S. motocross' brief history.

Or as one of our favorite stripy-shirted AMA refs summed it up, ". . . real smooth. Everybody had his you-know-what together. Finally."*

INTER-AMA SERIES RESULTS

250cc Class

1.	Heikki Mikkola, Sweden	Husqvarna	500 pts.
2.	Pierre Karsmakers, Buena Park, CA	Yamaha	416 pts.
3.	Jim Pomeroy, Yakima, WA	Bultaco	361 pts.
4.	Jaroslav Falta, Czechoslovakia	CZ	350 pts.
5.	Antonin Baborovsky, Czechoslovakia	CZ	330 pts.
6.	Marty Tripes, Santee, CA	Honda	217 pts.
7.	Brad Lackey, Pinole, CA	Kawasaki	175 pts.
8.	John DeSoto, Huntington Beach, CA	CZ	148 pts.
9.	Bob Grossi, Santa Cruz, CA	Husqvarna	147 pts.
10.	Gary Chaplin, Cayucos, CA	Maico	120 pts.

500cc Support Class

1.	Robert Harris, Windsor, NY	Maico	580 pts.
2.	Ron Pomeroy, Yakima, WA	Bultaco	340 pts.
3.	Michael Hartwig, Hadley, MI	Husqvarna	306 pts.
4.	John Dellaire, Atascadero, CA	Maico	298 pts.
5.	Bill Grossi, Santa Cruz, CA	Kawasaki	224 pts.

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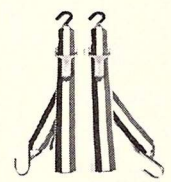

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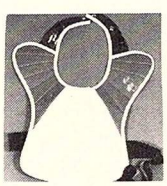

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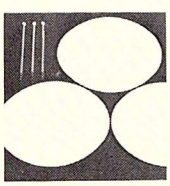

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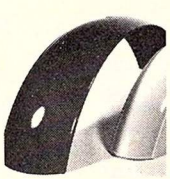

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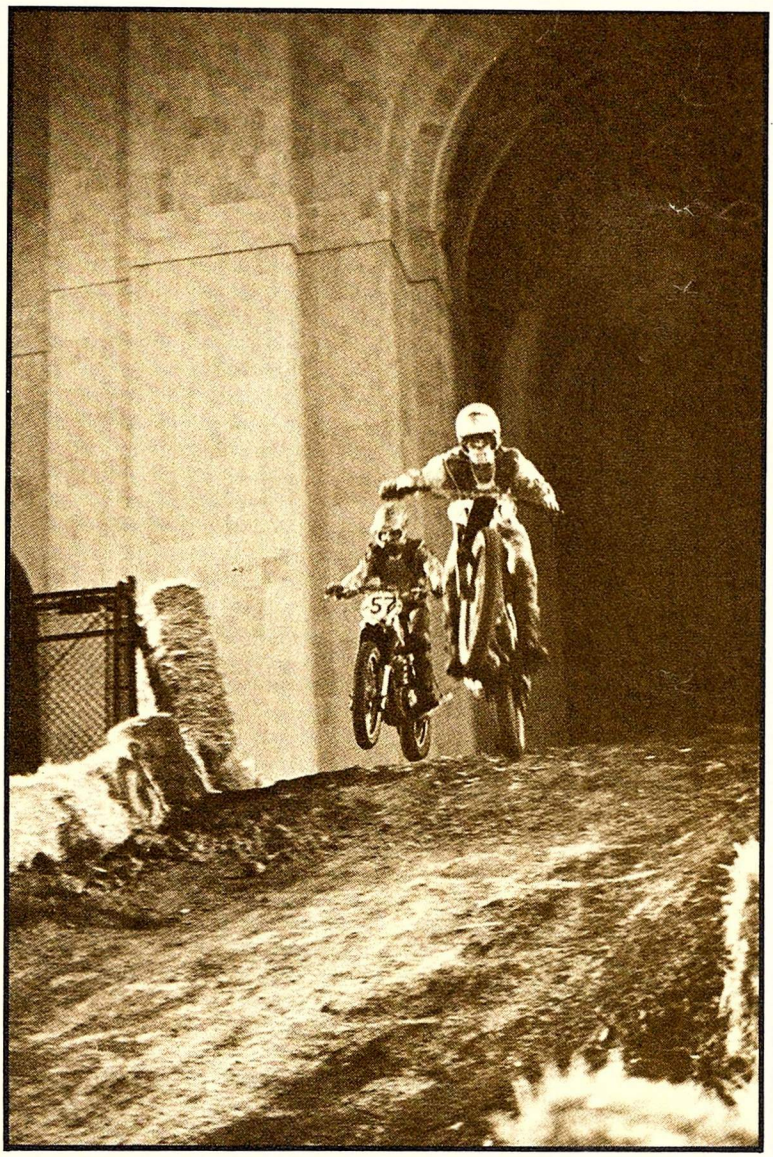
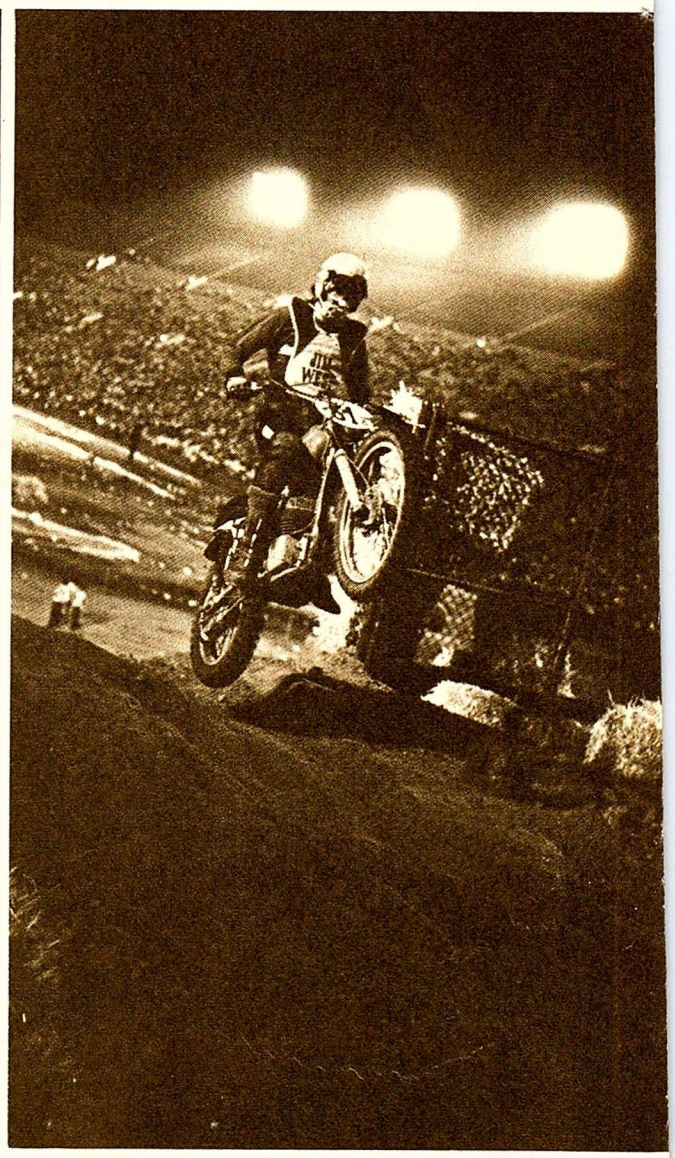
Super Czech Jaroslav Falta immortalizes both CZ and Seven/Eleven in a rare moment of capitalist-socialist oneness.

COMPETITION

SUPERBOWL





"A BATTLE OF THE TITANS!"

"THE SPECTACLE OF THE CENTURY!"

"THE WORLD'S MOST PRESTIGIOUS AND SPECTACULAR MOTOCROSS EVENT!"

That was the way the program at the second annual Superbowl of Motocross described what was about to happen. If you were into motocross, it was all just a bit embarrassing. With thirty-seven odd thousand spectators hunched in the L.A. Coliseum on an unseasonably chilly Saturday night, you figured that there'd be at least a few who were first-timers, folks dragged out to see racing in comfort. Open the program and what did they see? Circus. Apparently, Mike Goodwin's Media Max had hired Barnum & Bailey's PR man. Whoever he was, his overstatements were exceeded only by his sense of schlock.

William Shatner, the one-time Captain Kirk of *Star Trek*, was there as "celebrity host." He was billed as, ahem, a "motorcycle enthusiast," and wore what looked like an eighth-inch of pancake makeup on his face. Of course, it could have been just a peculiar suntan. All that intergalactic travel, you know.

There was also a guy with a four-foot trumpet who was dressed like a master of hounds. Quite appropriate, some observed. And an announcer who gadded around in a ruffled shirt and seemingly alive vicuna tux. With rose colored sunglasses he managed to keep on all night. Very infra-dig.

Some dude with bushy blond hair walked around all night muttering that he wished the pack would mistake the celebrity viewing stand for that first turn. He was probably a malcontent.

***

During practice, Kawasaki's Jimmy Weinert misjudged the ski jump downhill and landed front wheel first after soaring a good hundred feet through the air.

Marty Won, but Jimmy Got It On – Or Hollywood's Revenge

Coliseum panorama during practice. Where's the portacan?

Crunch. As soon as Jimmy stopped rolling, he gamely jumped up and ran over to his bike, whereupon he collapsed again. Somebody in the background yelled, "Print it!"

Aside from a broken handlebar, the bike seemed more or less all right. So did Jimmy after a few minutes. But the fall must have hurt, and he was never a factor in the race.

***

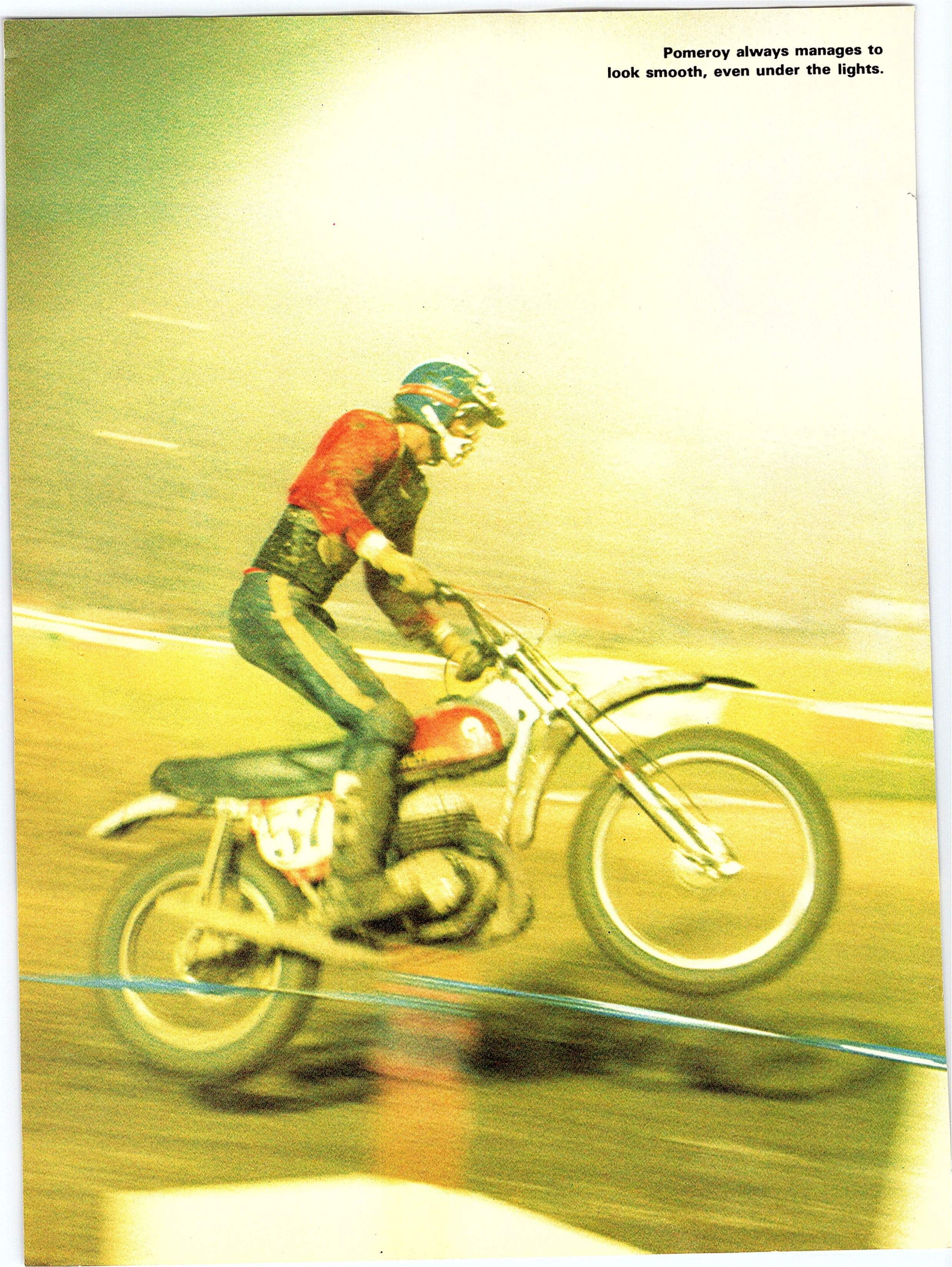
During the rider introduction, careful observers noted two large Hawaiian ladies sneaking around the celebrity stand with leis in their hands. One of them turned out to be John DeSoto's mother, flown over from Hawaii for the race as a surprise for John—a special treat for America's premier veteran motocrosser. Big, bad John was reduced to tears as mom hung the lei around his neck and told him to get out there and win one for the Big Kahuna. Unfortunately, John had mechanical problems all night. His determination seems to be matched only by his bad luck.

***

The first moto saw last year's hero Marty Tripes take an early lead, while favorites like Pierre Karsmakers and Brad Lackey were still wallowing in the mud after a first turn crack-up. Tripes was followed by two Europeans, Heikki Mikkola and Antonin Baborovsky, running a very tough second and third. And back in the pack, Gary Jones and Jim Pomeroy were charging after poor starts. The other Czech, Jaroslav Falta, was doing the same.

By the halfway point, Falta had moved into fourth, headed by Tripes, Mikkola and Falta's teammate Baborovsky. Jones had seemingly worn himself out moving through the pack from next to last to a brief fourth, and he was never again a factor. Then Mikkola went down and lost five positions. The Czechs charged harder than ever.

But it didn't seem to matter. Tripes was way out in front, still



Pomeroy always manages to look smooth, even under the lights.

pushing, and the only real suspense left was whether he'd fall or break. Obviously, no one was going to catch him. With the Czechs intent on Tripes, Pomeroy moved past Falta into third, and that's how it ended. The crowd, remembering Tripes' dramatic win last year and sensing a repeat, went wild.

***

Maico mounted Billy Payne had won the first 500cc support moto, and he quickly took the lead in the second heat while looking twice as fast as anyone else. It looked like a no-contest night in the 500 class. But then he lost a chain, fixed it, rode a half lap and lost it again at the foot of the ski jump uphill.

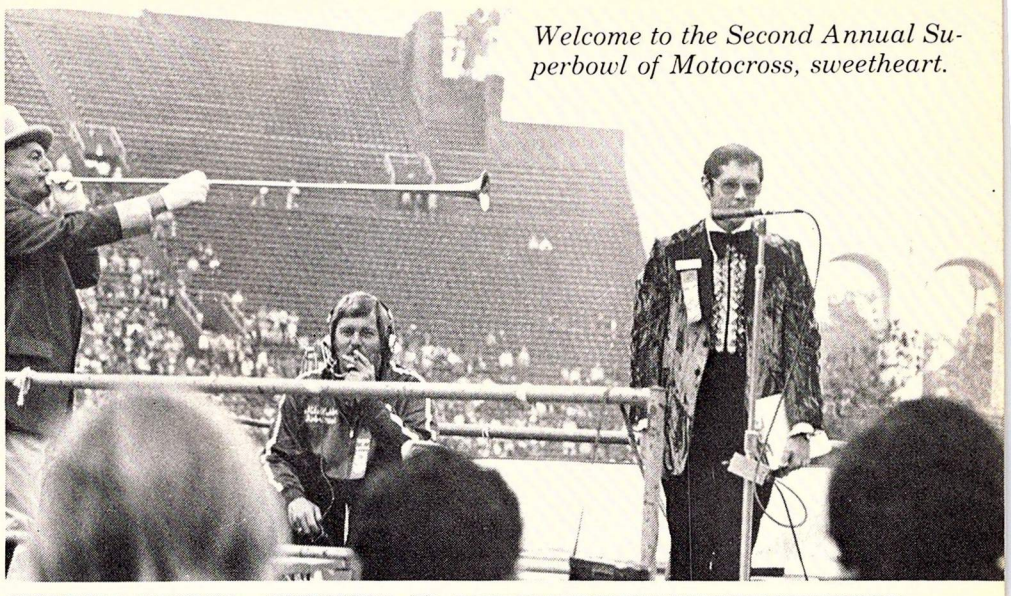
In the third moto Payne again took the lead, only to DNF with a broken throttle cable. Meanwhile, Salt Lake City's Robert Plumb, also on a Maico, was having an unflashy, but consistent, evening, riding to second, third and second place finishes and a first overall. Consistency counted on the tight, narrow Coliseum course. No one who won a support moto finished in the top five.

***

After Tripes' win in the first moto, the crowd was excited, eager. And Marty was too. After that first win he'd given the fans a little crossed-up jump on his victory lap, an out-of-character act for a rider who basically isn't a show-boater. And before the second moto, Marty was out on the line early, checking the ground for the quickest, surest line into the messy first turn. It had already become apparent that riders who didn't make it through that turn unscathed would have little chance for the rest of the race.

Marty got his start, and one lap into the moto he was running in fourth and chasing the two Czechs and Tim Hart. Four laps later he was leading, having passed Falta's CZ at the beginning of the home straight. Tripes' Honda seemed to be one of the fastest bikes on the course, and all during the evening he was picking up ground coming out of the corners.

From that point on it was all Tripes, hotly pursued by Falta. Marty took the white flag with a comfortable lead, but in the muddy whoops after the long downhill he bobbled and fell, and the Czech took over. Tripes got his Honda started again on the second kick, but there wasn't enough time left to catch the CZ rider. Meanwhile, Pomeroy was riding steadily to his second third. Jimmy was riding consistently and quick, but no one had noticed. Yet.



Welcome to the Second Annual Superbowl of Motocross, sweetheart.

Superbowl mudhole prepares to swallow Falta. Black hat came out looking even blacker.

Marty Tripes flew high all evening.

At the end of two motos Tripes had a two-point advantage over Falta, and needed only a second to nail down the win. But it was a rough course, a pressure race, and he was young and overweight. Suspense was building.

If it had been television, the director would have thrown in 30 minutes of commercials at this point, certain that the audience would stick around. Media Max managed to drag things out even longer with a sidehack "exhibition" which was ludicrously out of place on the tight Coliseum course. None of the hacks ever managed to get out of second gear.

***

In the pits, eerie with the half lights of the Coliseum tunnels, the crashing roar of the two-strokes sounded like hungry lions about to bag the odd Christian. Team Kawasaki played host to mothers and girl friends, and Jimmy and Brad looked bored, knowing they were out of it for the evening. Team Yamaha sulked (Marty *who?*) and Team Bultaco worked feverishly to keep its painfully close to stock machines running. John DeSoto sat and stared at his collapsed forks, while the rest of Team CZ, the Czechs Baborovsky and Falta, sat quietly and incongruously in chest protectors emblazoned with the logo of Seven/Eleven Food Stores. Both Czechs looked

tired.

The Honda pits were a beehive of activity. There were more Honda team mechanics than there were policemen, and there were more policemen than just about anything else. Marty looked wired, Gary looked tired and DeWayne looked PO'ed. But why not? He'd been having his own private go with old pro Rolf Tibblin all evening, and Rolf knew more dirty tricks.

***

The third moto was high drama. It was as though all the ghosts of nearby Hollywood had come down for the night and decided to take a hand. Could Tripes win it? Would the officially designated black hats, the Czechs, come from behind to pull it out? Would Shatner's makeup crack?

It was Falta (the black hat) and Tripes (in white, natch) into the first turn, followed by the wallowing and crash-prone field. Not their fault, but everyone was tired and it was that kind of course. Tim Hart had pushed his Yamaha into third, going faster than he had all night. Pierre's training must be paying off.

It only took Tripes one lap to get by the Czech this time, and the crowd settled down to the game. Would Marty fall again? Could the CZ rider hang in there and pick up another win? Or would they both be eaten by a mudhole or by one of the hay bales? The announcer was almost incoherent—but then, he had been all night.

But if no one else was sure, apparently Marty was, because the young Honda rider was flat getting it on. After Falta shut the door on him in the first turn, Marty motored around him on the ragged outside of a turn where the Czech clearly thought he was in control. Falta was stunned and left staring as Tripes charged out, clearly in control of the race. He moved his Honda quickly into a seven-second lead, running lap times which were consistently two and three seconds faster than anyone else's.

And where was Pomeroy? Jimmy was working his Bultaco through the pack with a determination he hadn't shown all night, as though he'd finally gotten his head into the artificial course. It was obvious that he'd finally psyched out the tight, twisty Coliseum track, and was determined to show the home folks what he'd learned in Europe. He steadily pushed the Bul through the field, and was rewarded for his efforts when Tripes' swingarm cracked five minutes before the finish and Marty had to slow down. Pomeroy passed him on the fly, and went on to win the moto. Meanwhile, the black hats were floundering back in the field, with Falta going over his bars at the top of the ski jump hill in patented Thursday Night Wrestling fashion.

Justice triumphant.

***

If justice was triumphant, the trophy girl, a curvy young lady from *Oui* magazine, was fresh meat. Miss Oui, a recent let-it-all-hang-out

. . . and its aftermath. Bradley checks out his broken unbreakable brake lever.

Oh, Jimmy, you suave devil you!

The—gulp! first turn. . .

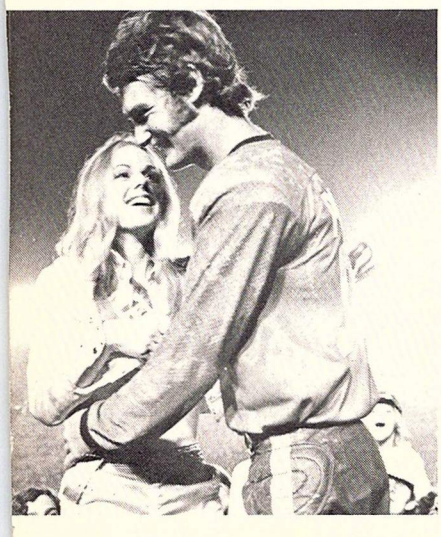
RESULTS:

250 International

1.	Marty Tripes	Honda
2.	Jim Pomeroy	Bultaco
3.	Antonin Baborovsky	CZ
4.	Jaroslav Falta	CZ
5.	Bob Grossi	Husqvarna
6.	Heikki Mikkola	Husqvarna
7.	Jim West	Husqvarna
8.	Tim Hart	Yamaha
9.	Rich Thorwaldson	Suzuki
10.	Pierre Karsmakers	Yamaha

500 Support

1.	Robert Plumb	Maico
2.	Bob Harris	Maico
3.	Mark Blackwell	Husqvarna
4.	Rex Staten	Maico
5.	Lars Larsson	Husqvarna



tootsie from the magazine's centerfold, was there to kiss the winner (if they just didn't have those sweaty leathers on) and smile a lot, things she did with admirable poise and a palpable lack of interest. The lady looked visibly relieved when young Marty passed up the kiss on the grounds that his girl friend was in the crowd; but before she could hitch up her satin hip huggers and go on to better things, European-trained Jimmy Pomeroy grabbed her and taught her a thing or two about bench racing.

The guy with the bushy blond hair said it was the high point of the evening. *

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COMPETITION

MAMMOTH MOUNTAIN PRO MX

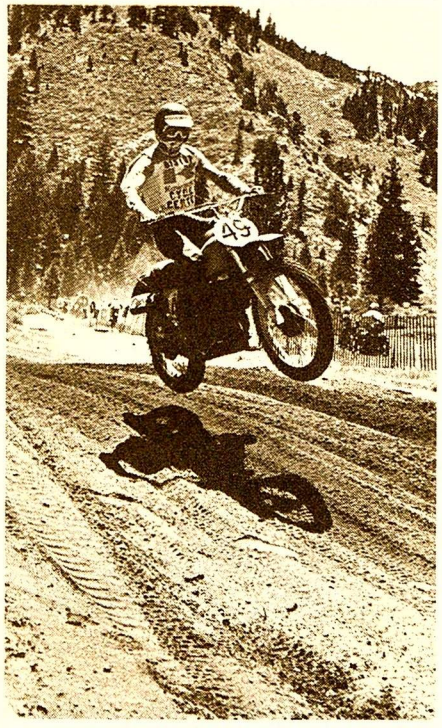
Seven Thousand Feet High

In case you didn't know, there are two Sierra Clubs in the world. One caters to the folks who are famous for keeping the Mineral King from being transformed into a ski resort by Walt Dismal . . . ah, *Disney* Productions. This one is also the club that seems to want all off-road vehicles banned, except those they use to get to their nature walks in the desert.

The other club is the High Sierra Motorcycle Club. These people are also outdoors types, dedicated to preserving our precious opportunities to get a bit of exercise while sucking fresh air and enjoying the wilds. This club's most famous outing is the Mammoth Mountain MX, a spectacular picnic scene that draws woodsy persons from all over the west.

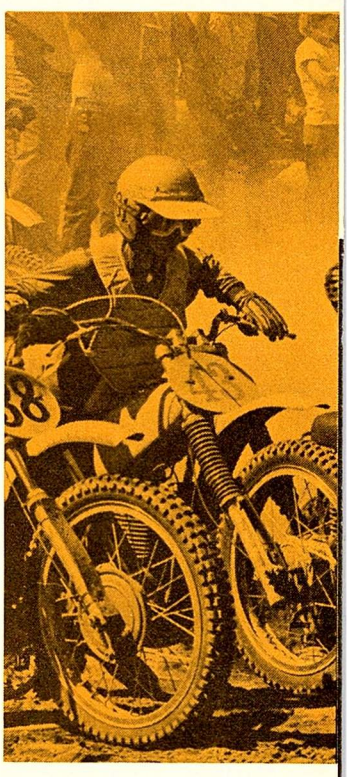
Why do they go? For the atmosphere, of course; and that means more than smog-free oxygen. The Mammoth MX is easily the equivalent of a double racing date at Pepperill for you New Englanders, or even Unadilla for the rest of the East Coast. You know: seeing everyone again this year, partying all weekend, setting fire to your sleeping bag, scheming on that blue jean baby,

Wilson chases Pinnick at 7000 feet.

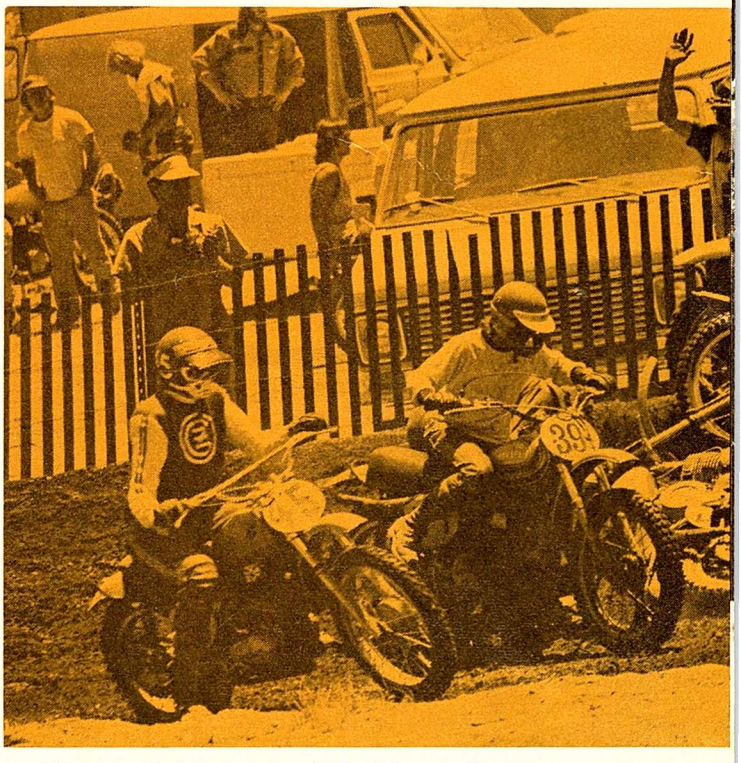


Kyne's Kawasaki konquers gravity.

Pinnick, Silverthorne and Grant gettin' it on.



Tim Lunde pushes his Penton to escape velocity.

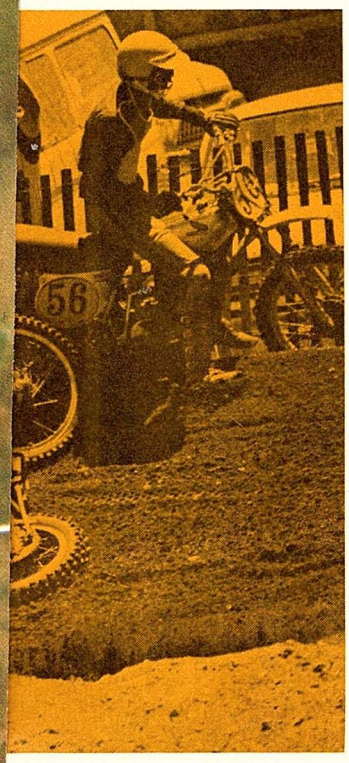


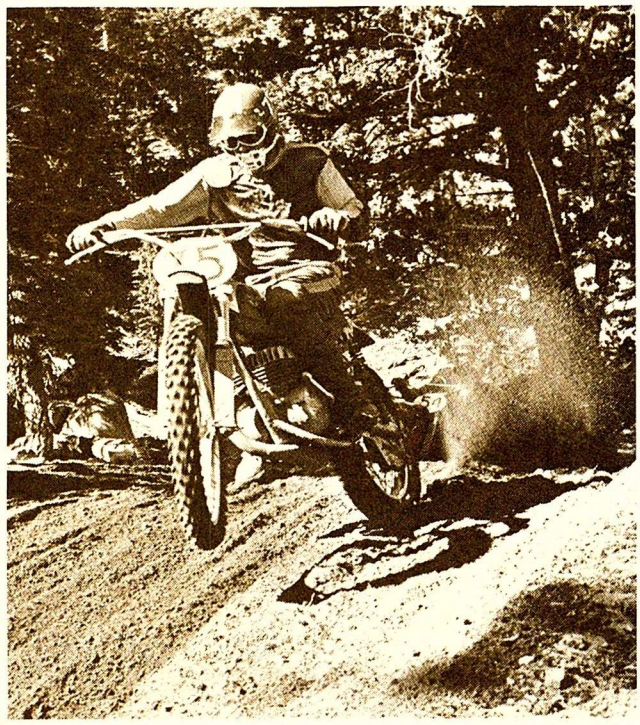
A Mammoth spectator pitches in as flagman.

riding your 'crosser on Saturday, and blowing your mind watching the good guys on Sunday.

And the racing: think about it! A track that's only 50 miles from the highest point in the continental U.S. of A. (meaning Mt. Whitney, you geography freaks), and about 75 miles from the lowest part of Death Valley. The base elevation for the course is 7000 feet (Re-jet City), and it features such niceties as a monster uphill start where you can put the motor on your competitors just like Ken Zahrt did in this year's Open Class. Then there's a nifty first turn capping the hill, where the open bikes managed to get a black flag and a restart. Not that it did them much good; next time they did it on the downhill following the turn. That piece of mountain resort real estate is a neat place to pass (provided you have pucker power). Indeed, the senior ac[illegible] had something for everyon[illegible]ers Tim Lunde and Dan La Porte lapping most of the pack in their first moto; Terry Power running a BSA fourth until it had a heart seizure; Mike Garrett and Ron Norgaard venting their feelings about Norgaard's middle-of-the-track repair station.

The start is a hell of a time to need the bathroom.





Grant grabs some mountain traction.

The pits abounded in cryptic messages.

RESULTS

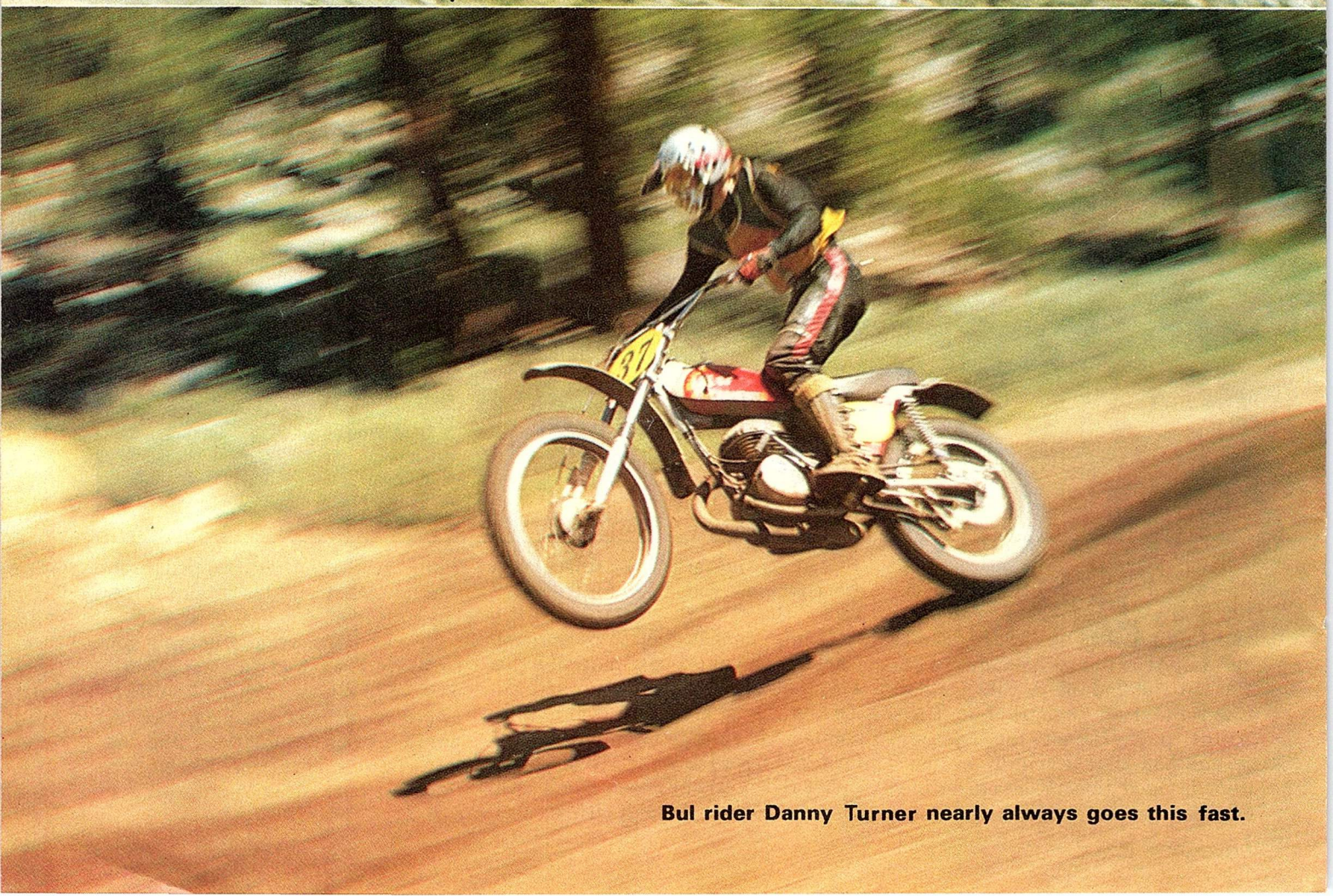
125	
1. T. Lunde	**Pen**
2. M. Smith	**Mon**
3. J. Hale	**Pen**
250	
1. D. Grant	**Bul**
2. D. Turner	**Bul**
3. J. Wilson	**CZ**
Open	
1. K. Zahrt	**Bul**
2. M. Garrett	**Hus**
3. B. Rogers	**CZ**

Then everyone got ser-i-ous for the second go-around. This time the 125 lead was contested by La Porte and Lunde, then Marty Smith and Lunde, but Tim held out for the win. In the 250 class, Ron Pinnick CZed the lead (again), but Doug Grant pulled past for the win (again!) on that downhill we mentioned. Open rider Klassen decided to share the spoils with Ken Zahrt this moto and settled for third, leaving that class wide open for the third race.

Lunde pushed his Penton past Carl Cranke in the last moto for the 125 money, while the 250s ran Dan Turner, Doug Grant, and Jim Wilson from beginning to end, ensuring Grant's overall win. Meanwhile, Zahrt did it to the Open Class and followed in by Mike Garrett and Tim Davidson. That wrapped up the win for Zahrt and his mountaineering Bultaco.

See why everyone who can goes to Mammoth for the annual MX weekend? Who wouldn't? There's really neat scenery, fancy riding, big purses, bright sunshine, and sit-anywhere spectating. No wonder that this particular Mammoth isn't extinct. *

Doug Grant slid his Bultaco to a win in the 250 class.



Bul rider Danny Turner nearly always goes this fast.

WET TECH

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MOISTURE PROOFING

By CHET HEYBERGER

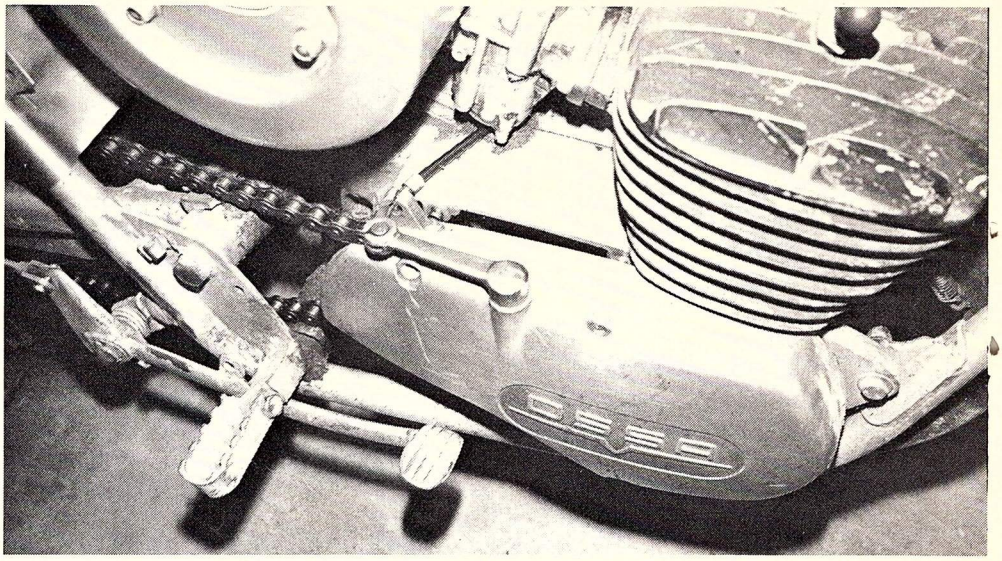
Here's how to keep one of the universal elements out of your winning machinery. The other universal elements are dirt, air and fire, remember? See how motocrossing makes you one with nature? Follow our advice and you won't be glug, glug, glugging out of the next mudhole. What? You say you don't need us because west Kansas never gets wet? Don't they ever water the tracks in your neighborhood? If they do, better pay attention, because it doesn't take much H_2O to drown out your trophy chances.

Know your enemy before you start moist-proofing. You have to cope with both water and its alter ego, that semi-fluid, viscid, slimy stuff known as mud. Consider where it comes from and what it gets into. Then get a six-pack and quietly contemplate the task ahead (better make it a twelve-pack if you're starting with a stock Husky). Reflect on the way water and mud spin off your knobs, get captured by your chain, and are splashed by the bike next to you onto you. Note all the places on your bike that are vulnerable. Snivel.

Check the obvious things first, starting with your motor (you know, the thing that's attached to your spark plug). Use a tight rubber sparkplug cap and junk the stock plastic one. Then make sure that all the cases and covers on the engine are sealed tight. Don't skimp on gaskets, O-rings and case screws and figure that Permatex will go it alone. All those whirling things down there will suck everything that is smaller than knuckle-sized gravel into the innards.

If your chain has ever come off the hard way, you had best (there are dire penalties if you fail) check the cases in front of the countershaft sprocket and repair the damage. Otherwise your chain will pack glop into the mag faster than the BLM can close riding land.

Air gaps are OK for spark plugs, but not for cases.



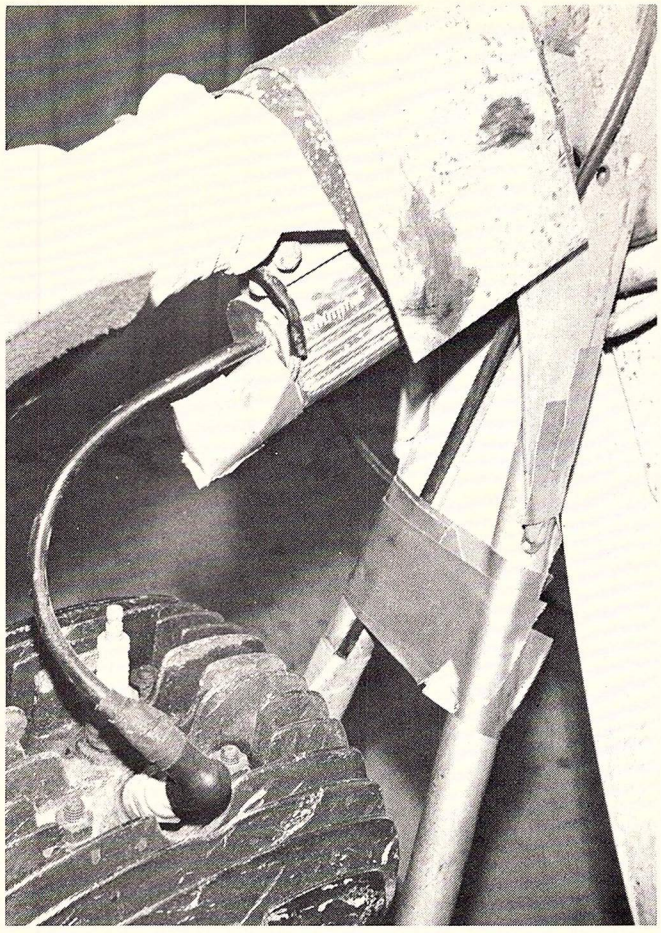
Now consider more of those obvious trouble spots. This time look at your carb and all those tubes and cables coming out of the motor. Make sure the rubber booties that the manufacturer provided are secure and leakproof. Seal them up with RTV goop if they're not. That's room temperature vulcanizing sealant from Silastic or GE. Run any breather tubes up under the seat and tape them there.

Then check your electrics. Make sure that junction boxes (where a lot of wires get together) are waterproofed—or at least tuck them away from harm somewhere. If your bike has open-ended connections, fill up the holes with RTV (use the kind that stays soft). You can also use the RTV if there are large holes where the wires come out of the cases. Install a decent kill button (on the left, of course). Check for plastic covers over all the connectors on your coil. Some people even epoxy these wires to keep out moisture, but that seems a little extreme to us—sort of like curing loose motor mounts by switching to iron bolts, spraying them with water, and waiting for them to rust solid.

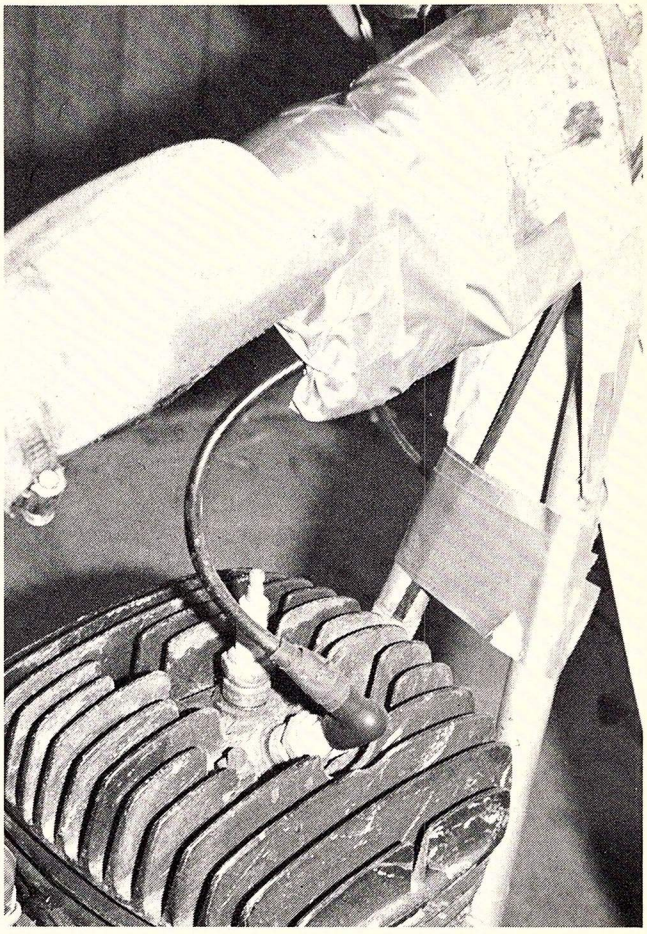
Onward to MX ACTION Stage II Moistproofing. But before we delve any deeper into the subject of water, there's something you need. It's the MXer's miracle material; depending on where you live and where you find it, it's called duct tape, air conditioning tape, refrigeration tape, 100-mph tape, Group 7 tape or silver tape. In other words, it's the stuff you see wrapped around Can-Am cars, heating ducts and enduro bike tanks. It's expensive, but it's worth it and there's no substitute. Look at the photos to see what it's good for.

That brings us to the air conditioner on your bike. Didn't you know you had one? It's the device that's supposed to strain the dirt out of the air for your engine. Most times it's a combination of air filter and still air box that works, but some

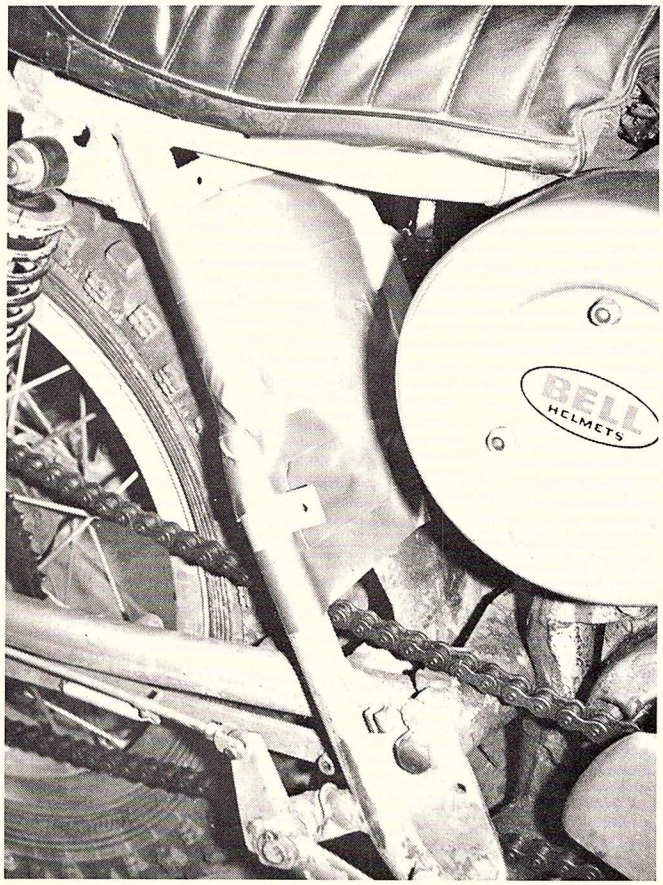
Duct tape is good for keeping water and muck off your cooling fins . . .



. . . or off your coil (West Coast style) . . .



. . . or East Coast style.

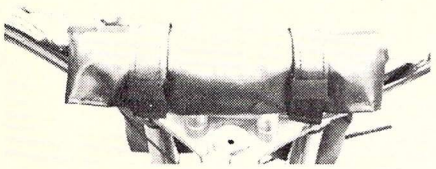


It's also good for keeping mud out of your air cleaner . . .

. . . and out of your mouth.

Carl Shipman's THE DIRT RIDER

PROBLEM SOLVERS:



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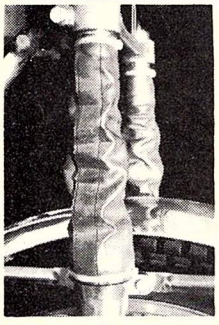

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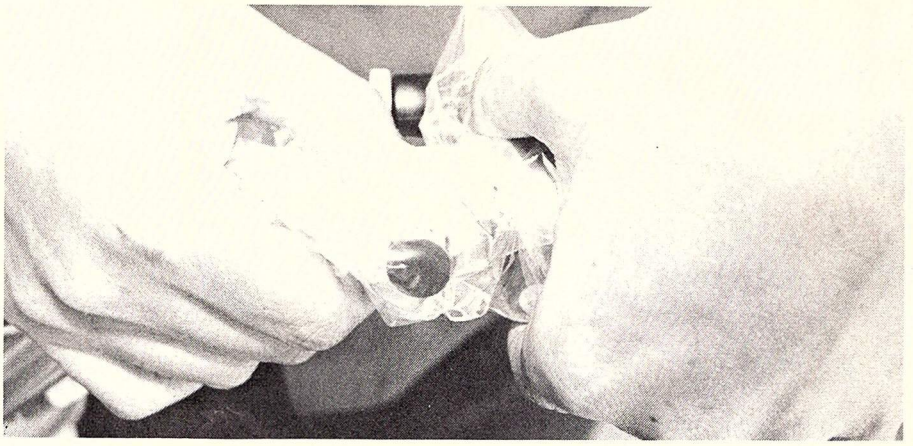
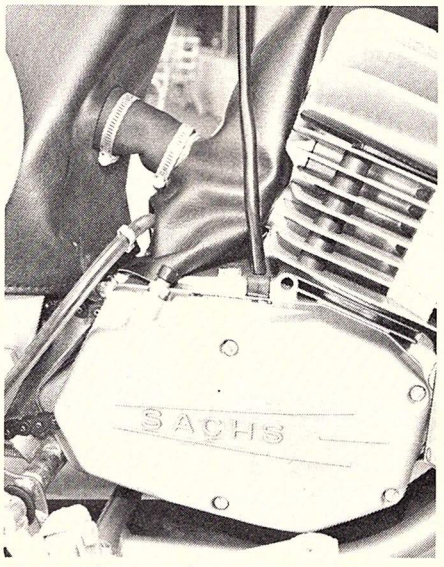
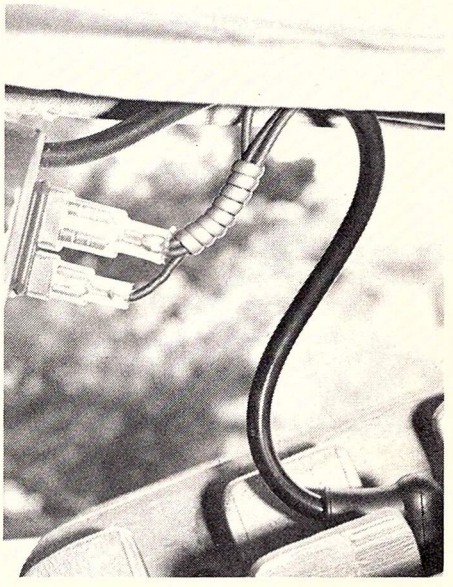




Expensive—and decent—waterproofing.



These connectors won't rot out.

manufacturers fail to think things through.

Air filters are usually one of three kinds: paper, foam or gauze. Briefly: paper sucks; foam is better; and gauze is best. The oiled foam is better than paper because it does a good job of keeping the dirt out, but it passes water better than a pit tootsie on her third quart of Genesee. The oiled gauze filters that we like (K & N and others must remember the motorsickle factories in their prayers every night) don't let the water through, and they don't restrict the air flow either.

No matter what kind of filter you use, give a little thought to the air box. Use the MX miracle tape with a little plastic or fabric to build up channels to force the water to flow out of the box and not onto the filter. Drill drain holes in the air box if you have to. Seal up the space behind it to keep your rear tire from packing mud into it.

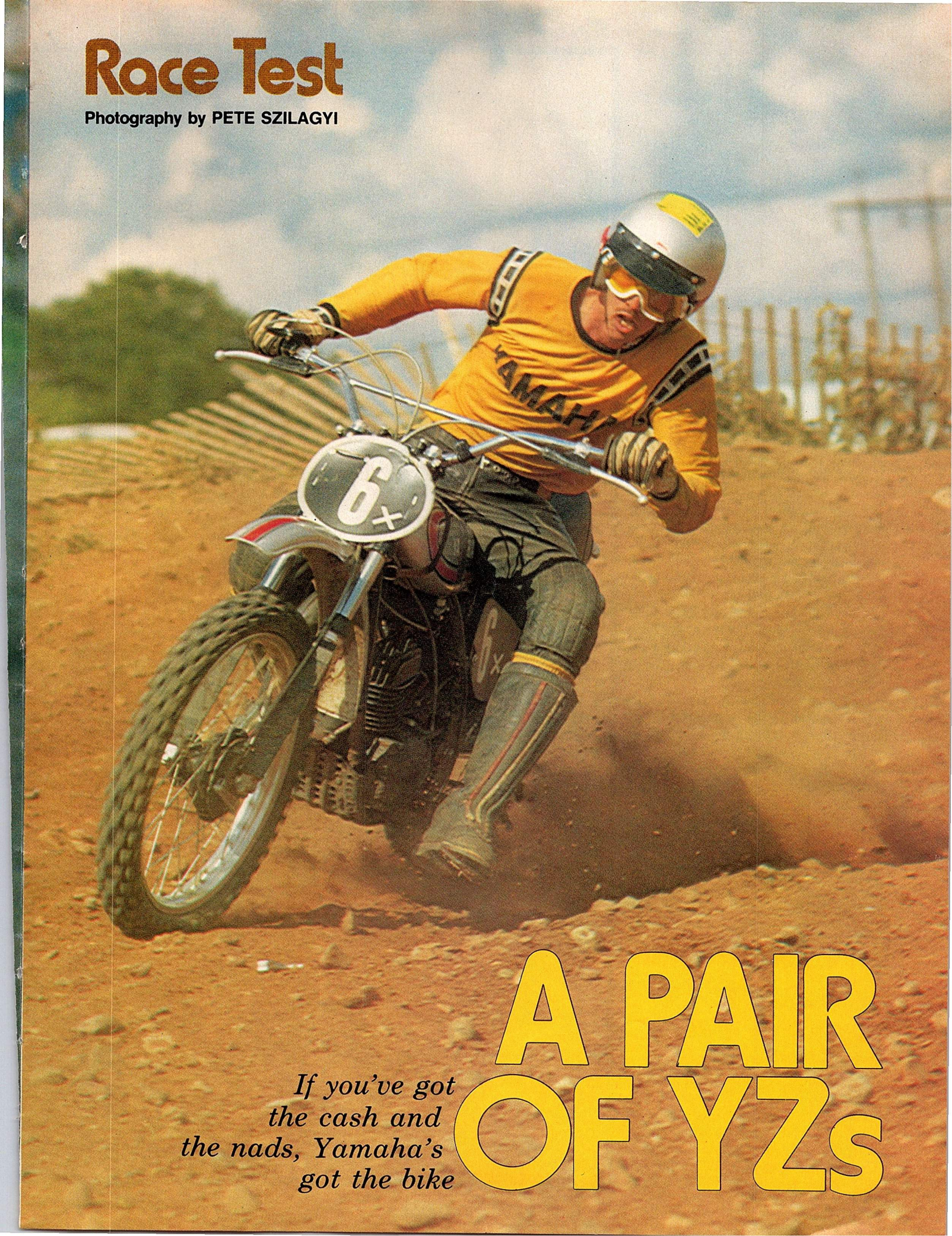
If you're running a stock Husky air cleaner, we'd suggest you investigate accessory catalogues, or think about putting the entire bike in an enormous baggie and ironing it shut.

One last thing, just in case it's too late for you and you've already submerged your machine before making it moist-proof. Be sure to dry it out completely lest your electrics rot. There're some handy spray cans to help you here, especially moisture displacing compounds like CRC 5-56. These aerosols leave behind a protective film with a very high dielectric strength (snow them with that at the track). The sprays help prevent shorts and such. You can also use a silicone spray to keep your plug wires from rotting out. This stuff also helps restore the elastic properties of plastic and rubber parts. Bathe your bike in it and never wash it again.

Well, that's our patented cure-all for your non-specific drip problem. Hope it keeps you on the pipe and out of the drain. *

Race Test

Photography by PETE SZILAGYI



A PAIR OF YZs

If you've got the cash and the nads, Yamaha's got the bike

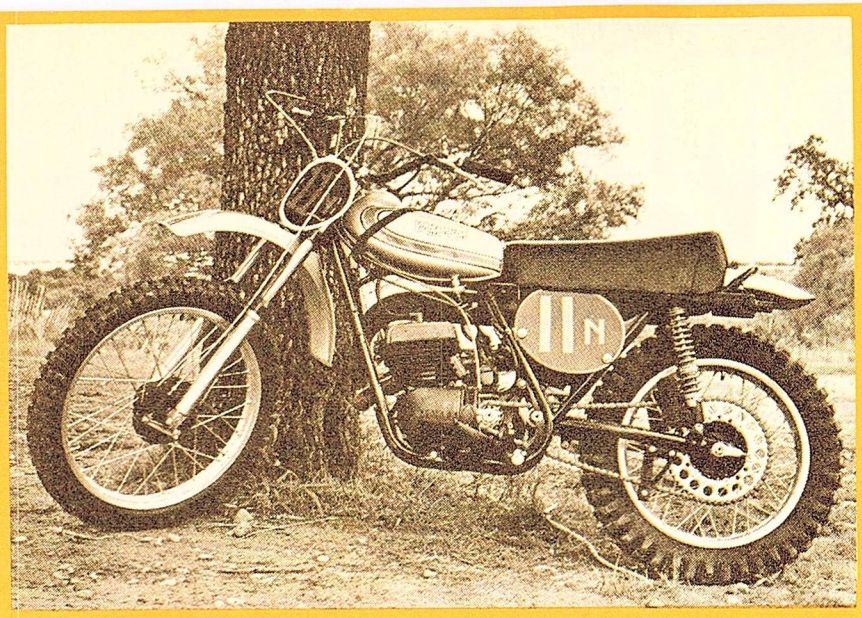
Your first ride on one of Yamaha's new YZ super-crossers is going to be an emotional experience. Only trouble is, you'll have mixed emotions. All your go-fast juices will be overjoyed, but that practical what's-going-on-here worm will be asking some questions. If Yamaha had these little sweeties on the drawing board, why have they given us the overweight and slightly spooky handling MX 250 and MX 360? And why have they continued those lines into the '74 model year? Why the hell have they priced the YZs beyond the reach of the average rider and made it impractical for all but the dealer/racer looking for a tax write-off to race?

For sure the $1800-plus price tags of the YZs is a lot of money to be paying for a motocross bike; especially a Japanese motocross bike, especially a Japanese motocross bike that doesn't have any sunburst heads or titanium whatsits that have become expected on factory trickery. For that kind of bread you can have a nice down payment on a ranch complete with pigs and chickens, or a 253-year subscription to MX ACTION, even a used Harley Hog. Or two new MX 250s, the way Yamaha dealers are discounting them lately. Or a new CZ with every bit of bolt-on trickery available.

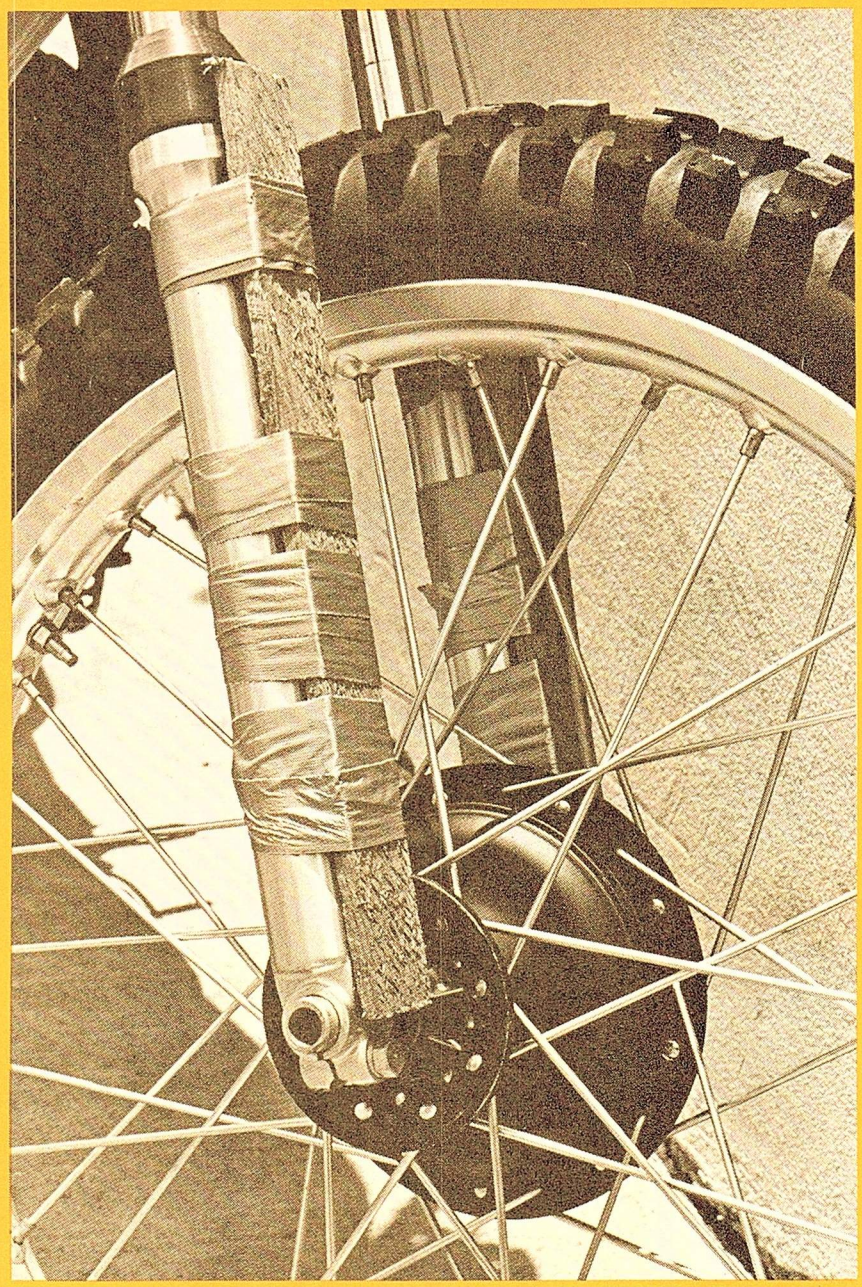
You're likely to think you're being ripped off.

Now go back and ride the YZ again . . .

Yamaha intended to release the YZs to the American public several months before they actually did. They've been available in Japan for quite a while, but a customs hassle kept the bikes in a warehouse while you were riding your MX 250 and thinking you had the best Yamaha



250 YZ as it comes from the dealer, except for the K&N bars. The stock handlebars belong on a kiddie's tricycle.



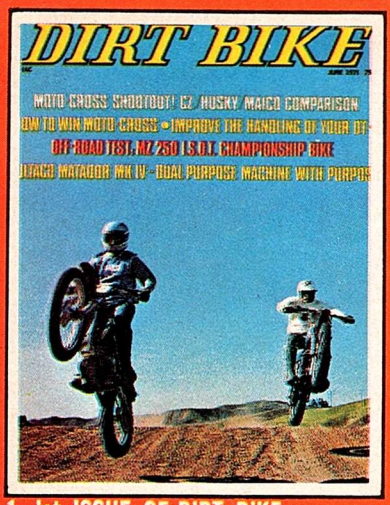
Forks are very delicate, hence the makeshift fork covers. Brake is the same as on the MX series, different paint job.

had to offer. These silver and red YZs that we can buy (if we're rich enough) are not the same as the machines Tim Hart and Pierre Karsmakers are currently riding in the Trans-AMA series. They are very similar, however, which is a testament to the bikes' competitiveness since these production YZs are replicas of last year's factory Yamahas; what Gary and Dewayne Jones, Jimmy Weinert and Marty Tripes were racing back in the old days when they were a big happy family in their striped yellow and black jerseys. So, in essence, you're buying the bikes that Gary Jones rode to the '72 250 National Championship and second in the Open National standings. Not bad; the YZ certainly isn't dated.

The way we see it, there are three reasons that the YZs are so expensive: 1) You're paying for the cost of developing the bikes. That includes the riders' salaries, the gas that Don Jones used in his motor home, the quarry-full of grinding stones he wore out rubbing on proto YZ cylinders, a horrendous Holiday Inn bill, and a few of Jimmy Weinert's long distance calls home to his girl friend. 2) The production YZs are not cheap to manufacture. They aren't hand-built, by any means, but the lightweight materials used for some of the parts are expensive to buy and machine, and the additional machining required to make the standard parts lighter is also more expensive. (For example: the hollow steel axles.) 3) If Yamaha priced the 250 and 360 YZs too low, sales of the standard 250 and 360 MX would be hurt. These models were very expensive for Yamaha to develop and may not be amortized yet.

If you're into motocross racing

DIRT BIKE COLOR ACTION POSTERS



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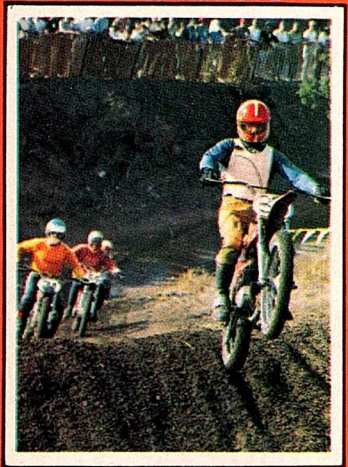
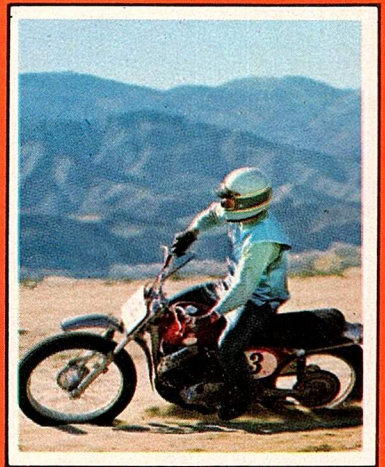
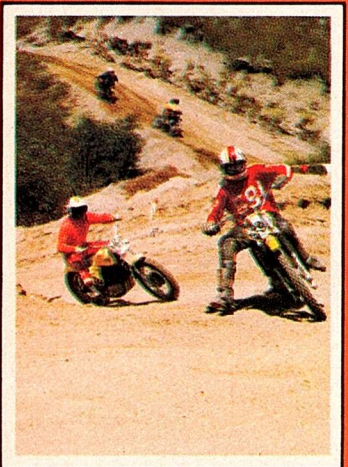


2. ACTION AT THE INTER-AM

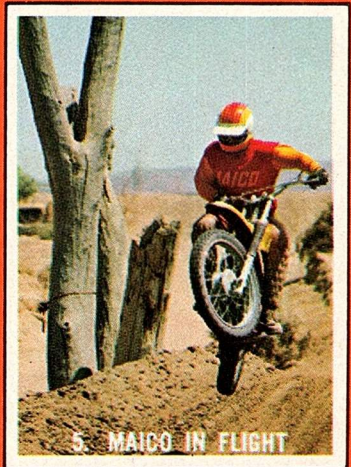


3. JIM CONNOLLY INDIAN DUNES

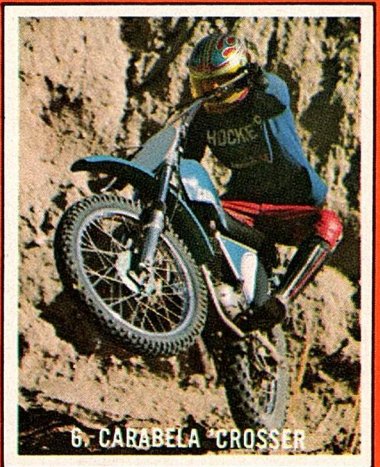
Got a section of wall that measures 17 x 22 inches? Any old wall will do. Now, here's how to make that wall worth looking at. Hang up one or more of these far-out, blow-mind, trick action posters. The cost? It's right. Just $2.50 each (plus 25¢ postage and handling), $7.50 for any four posters that catch your eye (plus a half a buck for postage and handling). Or go all the way and do up an entire room — $14.00 will get you all eight (of course that same 50¢ added for postage and handling). Order now — that empty wall can't be that interesting to look at.



4. JUNIOR ACTION

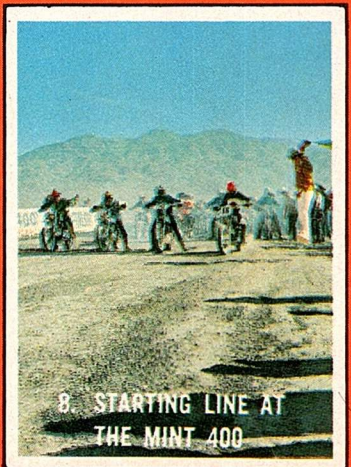


5. MAICO IN FLIGHT



6. CARABELA 'CROSSER

7. KAWASAKI CLIMBING



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seriously, and you like to win, then you have a "to hell with the expense" attitude anyway. The question then becomes, "How does the YZ Yamaha compare to my tricked-out Husky, CZ, or Maico, or Elsinore, or Cappra even?"

Time to fire this little unit up and do some riding . . .

Guaranteed this is what will happen when you take your first 250 or 360 YZ ride: You'll come blazing into a corner, lay it down, and gas it for a quick exit . . . the rear tire will hook up and suddenly you'll be checking out the strato-cumuluses in the sky. And if you're not careful, you'll next be checking out the sandy loam with your nose. There have never been motocross bikes offered to the general public with such outrageously favorable power-to-weight ratios. In other words, the YZs are very light and very fast, and you'd best be paying attention to what you're doing because they'll try to spit you off the back.

A fine example of what the unexpected rush of power can do was painfully demonstrated by the mechanic who set up our test 360 YZ. He finished assembling the scooter, wheeled it out on the side street behind the shop, shifted into third gear, gassed it, and looped that $1900 bike like a 25¢ carnival ride. This guy is a well-known expert class rider who has been on some mighty fast bikes in his day, but nothing quite as quick to react as that 360 YZ.

In addition to being very plentiful, the power of both the 250 and 360 YZs is spread throughout their respective rpm bands in a manner very amenable to motocross riding. As you may have guessed from simply listening to a YZ in action, the en-

gines rev quickly in a snarling, toothy kind of way. There are no flywheels on the crankshafts, so when you hit the trigger it's all there from about 3500 rpm on up. The YZs can be torqued if you get in a jam and can't downshift quickly enough, but the upper middle rpm range is where the throttles should be kept. Mid-range in third gear is when the machines do most of their pulling, at least the most spectacular G-force pulling. If you're even slightly leaned over backwards and getting traction when these bikes come on the pipe in third, you'll either loop or do the longest wheelie of your career. The 250 YZ has the power of a standard production 400, and the 360 YZ is about the fastest motocross bike you'll ever ride.

The power sort of jerks you around the track, leads you by the nose, so the rider has to be constantly aware of the attitude his YZ is in. If you're landing from a jump in a more front-wheel-high position than desirable, don't nail that throttle unless you're sure you can get the front end down. It's this controlled careening that makes some riders faster than others; the rider either controls the YZ and goes very fast, or the bike controls him and spits him off. If you've got the nads, the YZs certainly have the power.

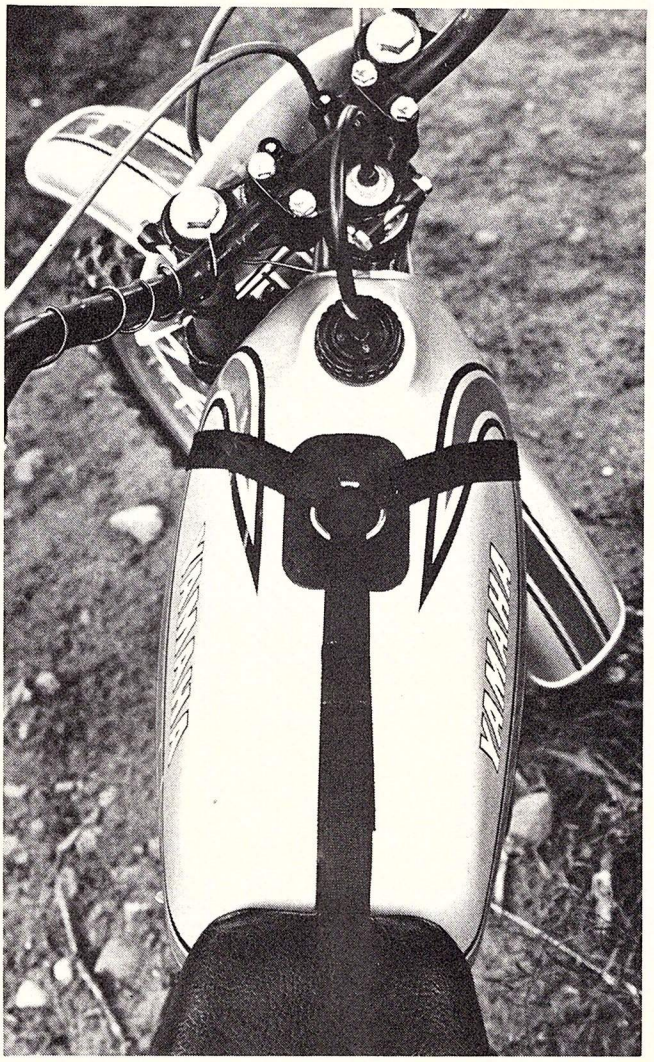
Yamaha has given the 250 plenty of gumbo, but put a 4.00 Japanese Dunlop knobby on the rear. This is perhaps the most universally disliked tire in the whole world of motocross, and totally inappropriate for the power that the bike puts out. With the stock tire, you'll be riding the 250 YZ sideways around the track. Fortunately, the YZ will spin that Dunlop down to a maypop in

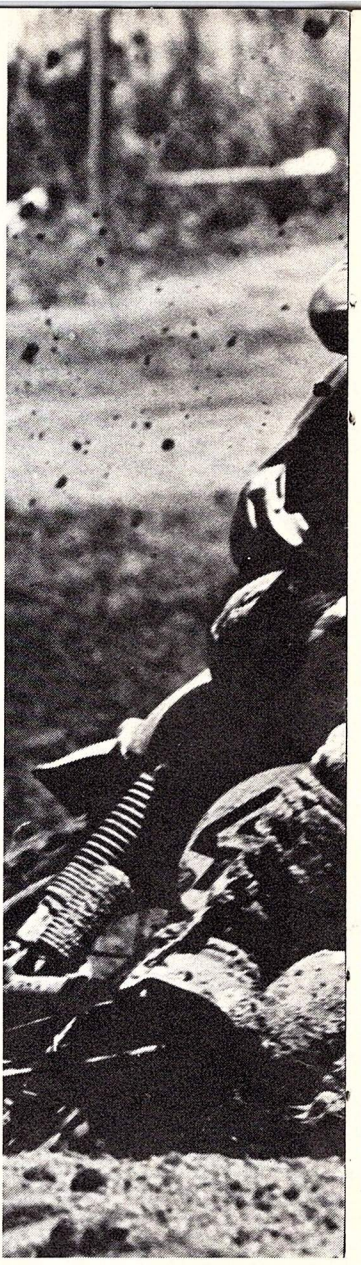
no time at all, so you won't feel guilty about springing for a $30 Trelleborg after only a couple of weeks.

The 360 YZ hooks up through a new Dunlop design called the "Sports Senior," a 4.60x18 low-profile knobby that gets more bite than a very freshly picked jalapeno pepper.

Even back to their 1967 DT-1 Enduro, Yamaha has been well-known for producing super-slick-shifting, durable transmissions. The gearboxes, or shall we say, gearbox, since both bikes have the same unit, in the YZs make even the best Yammie box up until now seem like it is full of feathers and bubble gum. The YZs shift like no other bike you've ever ridden; only the Honda Elsinore comes close to shifting as nicely. The only trouble with the new Yamaha shifters is that they work too effortlessly—sometimes you don't know if you've shifted or not; a "problem" compounded by the ratios which are so close that the engine noise and performance differences from gear to gear are barely perceptible. It may sound silly, but the shifting is so good that it's hard to get accustomed to. One of the guys who rode our YZ 250 is a CZ freak and has his left foot trained to give a soccer-style kick at the lever every time he wants to shift gears. He almost tore the side cover off the YZ before he learned that just a wiggle of the big toe is sufficient.

The way the YZ Yamahas feel bouncing around a motocross track will be a totally new experience for most riders. Only those fortunate enough to have owned or ridden one of those whiz-bang titanium framed, super-Roto-Rooted with ports as big as Lake Erie, Household Finance





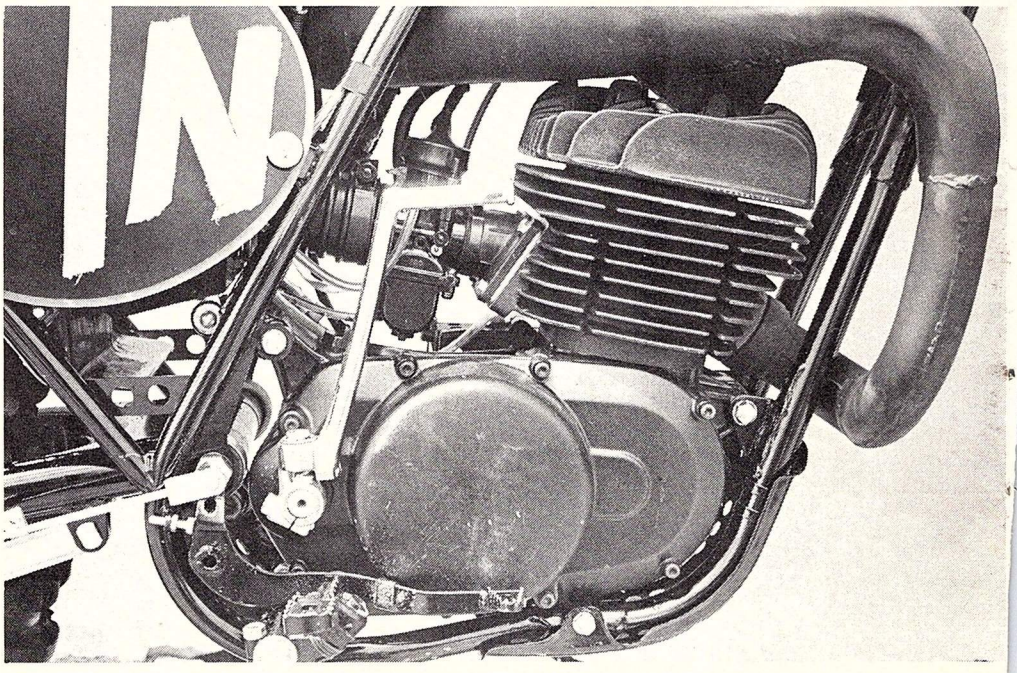
Tank mounting straps look like some sort of orthopedic truss. Yes, the tank is steel and we'll assure you that it dents easily. Replacement cost is around $100!

delights have been treated to the YZ sensation of low weight/mighty high hp. If you're riding a CZ, Husky, Penton, even Maico, you are aware that there's a motorcycle under you . . . sometimes painfully aware. The YZs feel like nothing; there's no sensation of mass bouncing around beneath you. All you feel is the power.

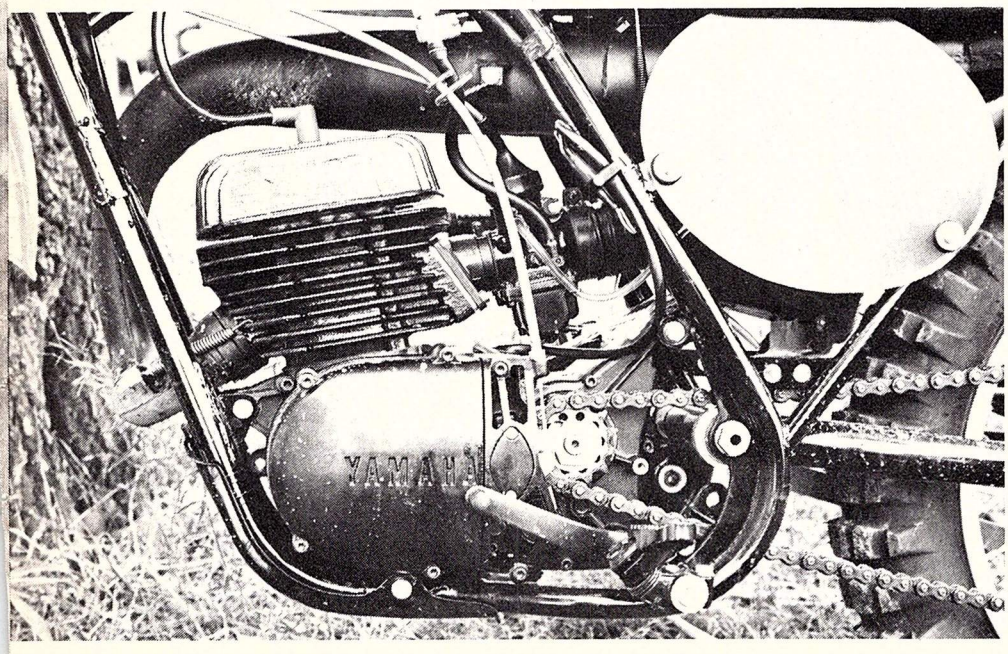
At an honest go-racing weight of two-hundred-and-teens, the YZs are certainly lighter than all the competition, except for the Elsinore. But it's not simply the power and light weight that make the bikes feel so good; the really fine suspension contributes greatly. Though the forks look like standard Yammie MX forks turned down, they are actually totally different mechanically. And the way they work makes the standard MX forks look like cane poles by comparison. If Yamaha doesn't start putting the YZ forks on their entire line of dirt bikes, their engineers should be forced to ride stock 360 Enduros up and down Mount Fuji all day long. The YZ forks are really *that* good; they'd probably work on a Moto-Guzzi. We'd like to say that the damping is this way or that way, or be able to give you some idea of how they feel, but the rider just doesn't feel the forks. If you don't feel the forks, then you can concentrate on the throttle. Zip!

Yamaha's Thermal Flow rear shocks work good on their production MX bikes and work equally well on the YZs. The units on the YZs are shorter and have a different size damping orifice to correct for the lighter weight of the bikes, but are basically the same as what will soon come stock on most of Yamaha's dirt bikes (we hope).

If we had to compare the handling



360 YZ engine. You'll notice some new parts, others borrowed from MX 360 play-o-crosser. The package works.



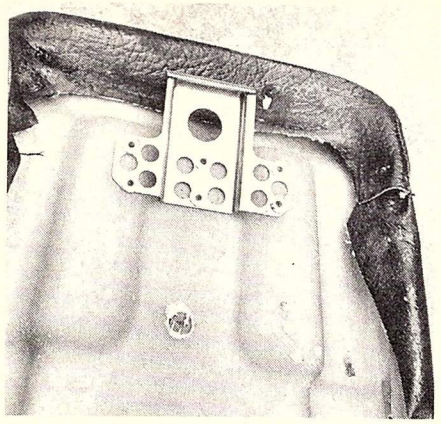
250 Engine looks very similar to original DT-1 unit, but puts out about twice the ponies. Even the countershaft sprocket is Swiss-cheesed.

of the YZ with some other brands of bikes it would be difficult. With most bikes, you feel the bumps more than you do with the YZ. We lined up the 250 YZ, a 250 CZ and a 250 Husky MX and ran them all down the same bumpy 5th-gear straightaway. The same pro-class rider used the same line at the same speed on all three bikes; the CZ hopped the most, followed closely by the Husky, while the YZ jumped around the least.

If the two YZs are compared with each other, the 360 is a busier bike than the 250, but we think it's simply because the 360 has *so much* power that it wants to leap around when you gas it. Neither of the YZ Yamahas are for the lazy rider who doesn't want to have to fully concentrate on his riding, or who just wants to sit on the seat and motor around the track.

Probably the most outstanding handling trait of the YZs, and the area in which they are most forgiving, is their corner taking. Once you get the funky front Dunlop 3.00x21 off and put a decent tire on, you can throw the bike down on the frame and corner like Van Velthoven. The YZs are trackers, not sliders, which is a sensible arrangement for motocross bikes. Sliding is for playing around during the week, not for winning races. You need a bike that'll get into the corner and out quickly, no razzle-dazzle or fun stuff. The YZs will cut down your travel time, bumps and whoopdies or not; the A-1 suspension and low unsprung weight keep the wheels on the ground and tracking. What breaks them loose is your right hand getting you out of the corner quick. Then prepare for a ride.

As we've been repeating fre-



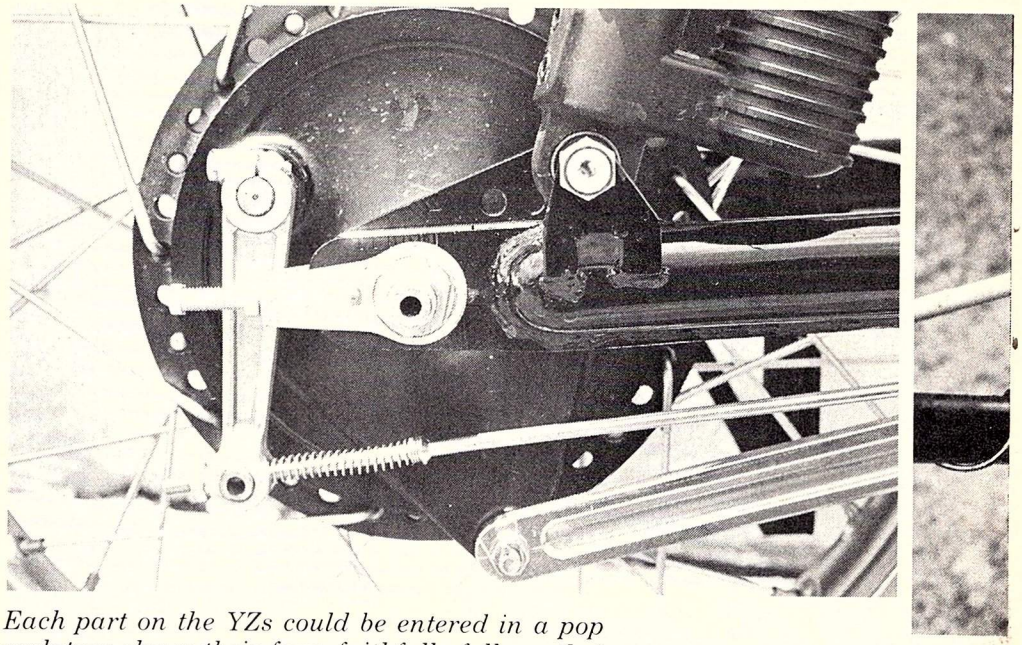
How's this for weight saving? Even the seat clamps are drilled, saving maybe two ounces?

quently, we hope not to a fault, the YZ Yamahas are capable of frantic unicycling dashes from one corner to the next. Fortunately for the physical well-being of YZ riders, the machines also stop very well. We found it very interesting that the YZs do not share the full-floating backing plate with the MX series. As you probably know, that's the infamous brake that works too well. Apparently, Yamaha didn't think that even the expert riders who would be racing the YZs could handle that touchy E-Z lock and stall unit. The YZ rear brake has instead a stay arm mounted to the swingarm, very similar to the CZ arrangement. It hauls the bike down quickly and smoothly, with no more hop than you would expect from a machine as light and as likely to be traveling as fast as the YZ. Frankly, we're happy to see that floating brake absent on the YZ, even though full-floaters are considered to be the hot setup. Now all Yamaha has to do is get rid of the floater on the MX line.

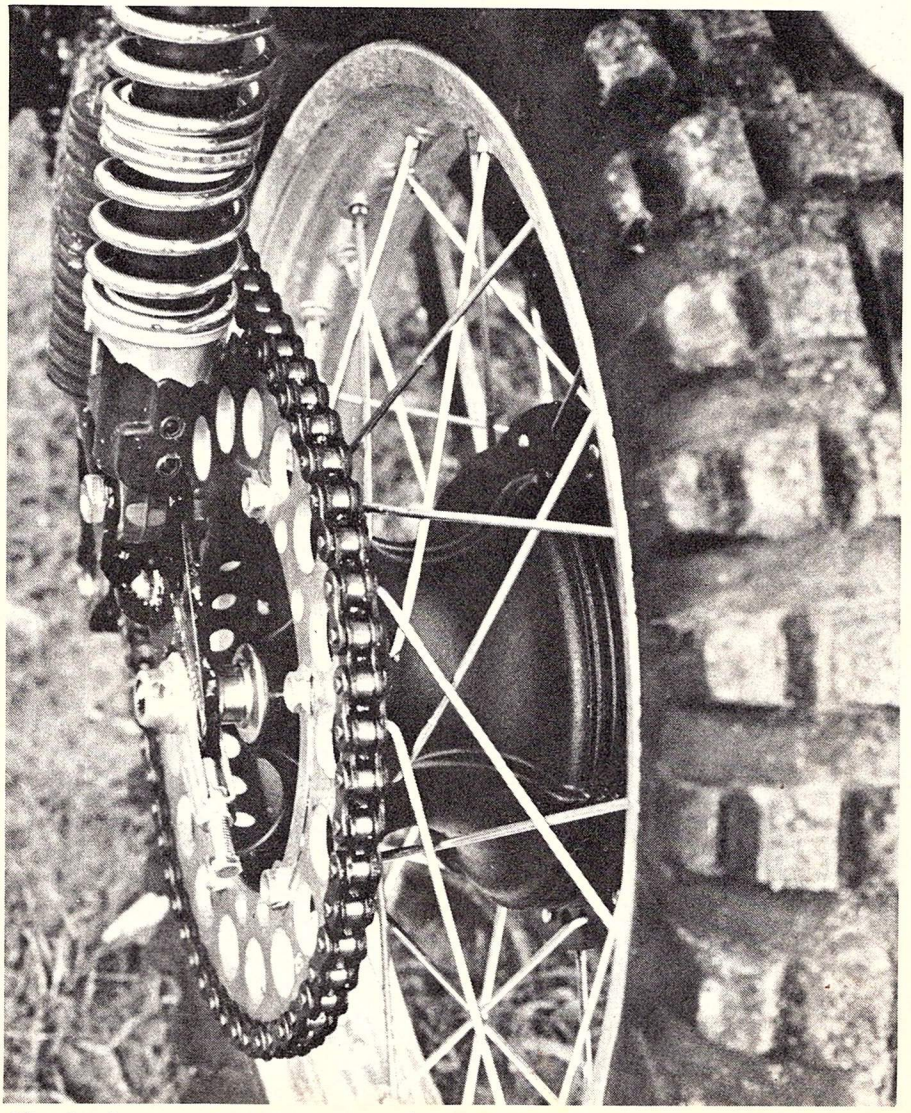
The front brake is standard issue Yamaha MX, except that it's painted black on the YZs. It's a good brake that deserves to be on a factory racer; possibly the best front brake available on any MX bike.

Any motocross bike with the YZ Yamahas' proven record of competitiveness at International motocross meets, and its proven ability to haul ass at your local cow pasture track, must almost by definition be somewhat delicate. The YZs are delicate. The YZs are *not* flimsy. Any YZ owner who applies the usual maintenance schedule for a typical Japanese motorcycle to his YZ will soon have a silver and red pile of very

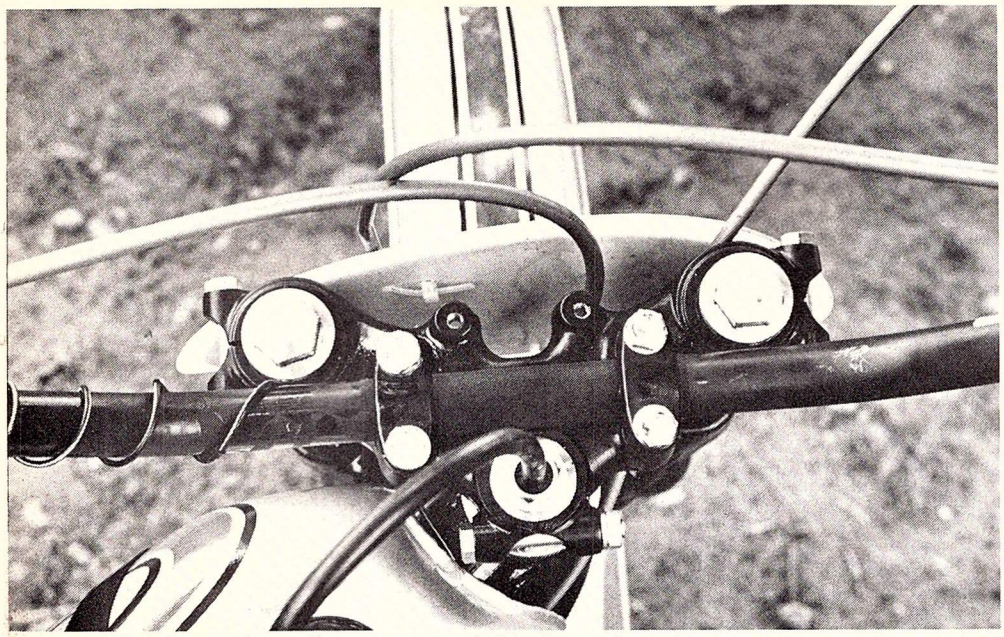
Continued on page 69



Each part on the YZs could be entered in a pop sculpture show; their form faithfully follows their function. Dished shock mounting bolt, hollow axle, bas relief brake arm, etc.



The business end of the 250; DID rim, sexy hub, Buck Rogers portholes in the sprocket. Better put a decent tire on before you go racing, though.



Weight saving effort on top triple clamp is evident, but is that a—gasp!—speedometer mount?

YAMAHA YZ 250	YAMAHA YZ 360
SUGGESTED RETAIL PRICE: Approx. $1800	SUGGESTED RETAIL PRICE: Approx. $1900
ENGINE TYPE, INDUCTION: Piston port, two-cycle, reed induction	ENGINE TYPE, INDUCTION: Piston port, two-cycle, reed induction
ACTUAL DISPLACEMENT: 246cc	ACTUAL DISPLACEMENT: 351cc
BORE AND STROKE: 70 x 64mm	BORE AND STROKE: 80 x 70mm
COMPRESSION RATIO: 7.4:1	COMPRESSION RATIO: 7.0:1
CARBURETOR: Mikuni VM34SC	CARBURETOR: Mikuni VM34SC
CLAIMED HORSEPOWER/RPM: N/A	CLAIMED HORSEPOWER/RPM: N/A
PRIMARY DRIVE: Gear	PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: 5-speed, left side shift	GEARBOX/SHIFTING: 5-speed, left side shift
GEARBOX RATIOS: 1) 1.789:1 2) 1.409:1 3) 1.166:1 4) 1.0:1 5) 0.857:1	GEARBOX RATIOS: 1) 1.789:1 2) 1.409:1 3) 1.166:1 4) 1.0:1 5) 0.857:1
AIR FILTER: Oiled foam	AIR FILTER: Oiled foam
ELECTRICAL: CDI electronic	ELECTRICAL: CDI electronic
LUBRICATION: Pre-mix	LUBRICATION: Pre-mix
FUEL CAPACITY: 1.8 gallons	FUEL CAPACITY: 1.8 gallons
SUSPENSION: Yamaha forks/Yamaha Thermal Flow shocks	SUSPENSION: Yamaha forks/Yamaha Thermal Flow shocks
TIRES/RIMS front: 3.00x21 Dunlop/DID alloy rear: 4.00x18 Dunlop/DID alloy	TIRES/RIMS front: 3.00x21 Dunlop/DID alloy rear: 4.60x18 Dunlop/DID alloy
WHEELBASE: 56 inches	WHEELBASE: 56 inches
WEIGHT actual: 211 pounds w/half full tank claimed: 207 pounds dry	WEIGHT actual: 216 pounds w/half full tank claimed: 212 pounds dry
STARTING: Primary kick, right side	STARTING: Primary kick, right side
COUNTRY OF MANUFACTURE: Japan	COUNTRY OF MANUFACTURE: Japan
DISTRIBUTOR: Yamaha International Corp. 6600 Orangethorpe Buena Park, California	DISTRIBUTOR: Yamaha International Corp. 6600 Orangethorpe Buena Park, California
COST OF REPLACEMENT PISTON, RINGS: N/A	COST OF REPLACEMENT PISTON, RINGS: N/A
COST OF REPLACEMENT LINER AND/OR CYLINDER: N/A	COST OF REPLACEMENT LINER AND/OR CYLINDER: N/A

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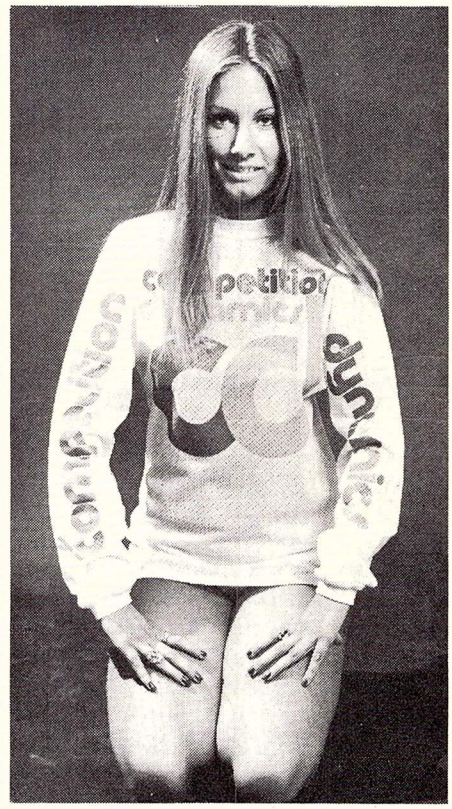

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NEW SHOE

STEVE STACKABLE

from cowflop mx to the big time wasn't easy

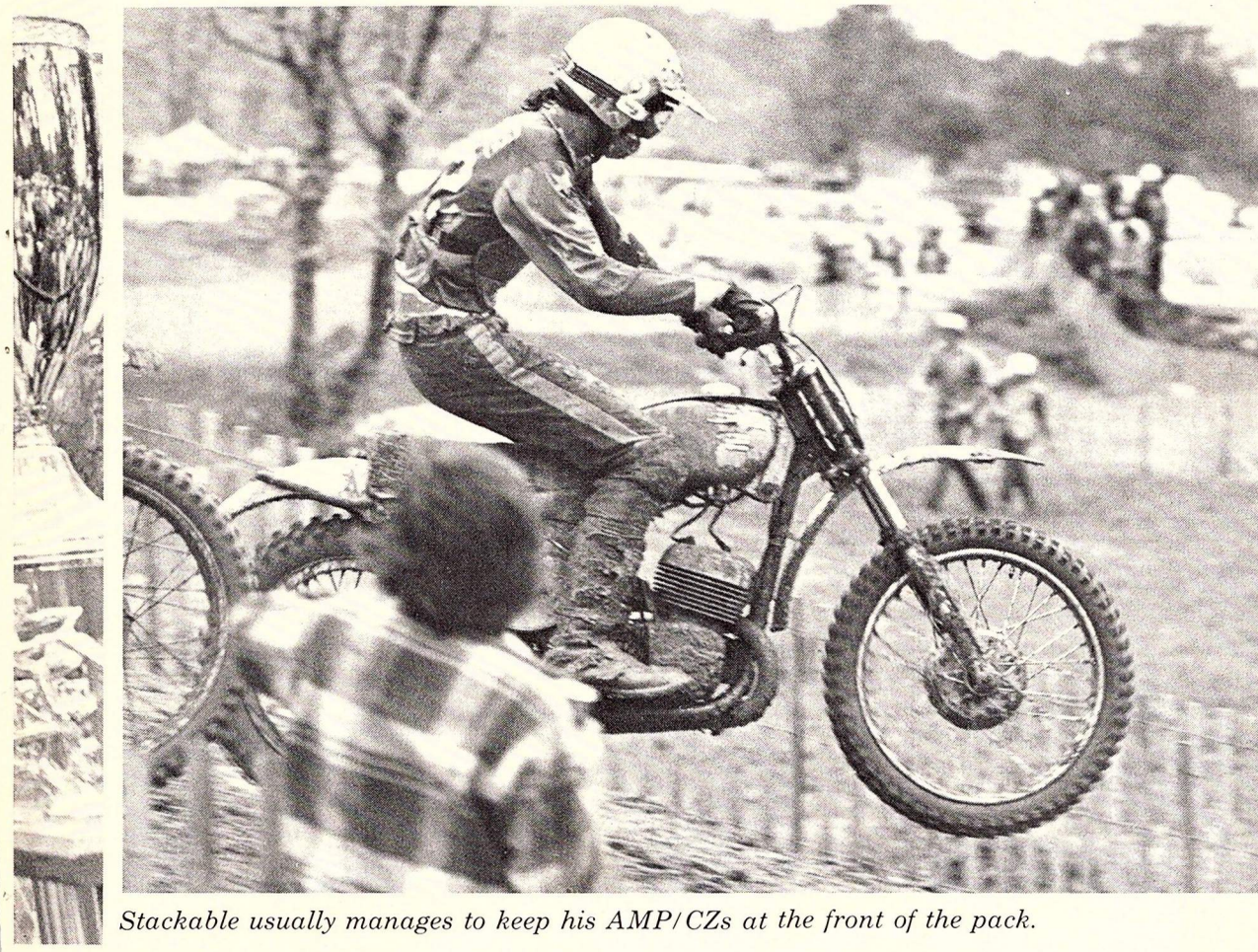
Too many American motocross racers are products of our affluent society. They start out on the very best bikes, have the very best riding gear, have plenty of spare time during the week to practice; in short, motocross racing is very comfortable for them. Yup, what we need in this country is a real Horatio Alger success story, a guy who pulled himself to the top by the buckles on his Full-Bores.

We're not going to get all misty and tell you that Steve Stackable had to sacrifice the milk on his Wheaties to buy spare parts, but for a long while it was touch and go. If you had gone to a motocross in south or central Texas about three years ago (there aren't that many), you'd have seen this kid wearing the world's funkiest leathers and the world's funkiest boots, riding the world's rattiest Yamaha 125. And you'd have to marvel at the kid's ability to rebuild the entire motorcycle between motos using parts that were worn out a year ago, sitting in the cowpies and sweating and cussing, but somehow making everything work. And then, wonder of wonders, this good-natured kid won all three motos by a country mile. Believe us, a country mile at Cuero, Texas, Motocross Park is a true country mile.

Naturally, Stackable's talent was recognized by the local dealers, but no one could afford to sponsor him full-time. The result was that Steve had a different bike almost every weekend, all loaned by this dealer or that dealer. For a few weeks, Steve blew all the open experts off on a stone stock—really stone stock, 500 BSA MX.

Steve's most steady ride came from a local Yamaha dealer, who put him on a DT-2 MX, not the proudest bike Yamaha has ever offered, but in Stackable's hands it proved to be the scourge of the 250 expert class. Like all of his other scoots, the Yamaha was plumb wore out in no time at all. Steve doesn't shut off the

A sponsored ride doesn't always mean taking it easy between motos.



Stackable usually manages to keep his AMP/CZs at the front of the pack.

throttle when he rides motocross.

Now if you'd been at the Houston Trans-AMA last year, you would have seen the new Steve Stackable; his first ride on his very own 250 CZ. You also would have seen him running a solid second in a Support class moto, right up there with Rapp, Tripes, etc. No one bothered to tell Steve about CZ seat bolts and how they have to be doused with Loctite, so he had to finish the moto with no seat.

Short (as Steve is known to his friends—Short is short for Stackable) is now semi-retired in his occupation as bicycle mechanic, and he flies to races on proud birds with golden tails. His sponsor, Action Supply of Houston, built him a bunch of ultra-trick AMP/CZs, and a 450 Maico, and a bunch of other bikes that Short is trying to find time enough to ride.

Next time you see Stackable banging handlebars with Grossi or Tripes, flash him the "thumbs up" sign. He'll know what you mean, that's how he used to measure the ring gap in his old 125 Yammie. *

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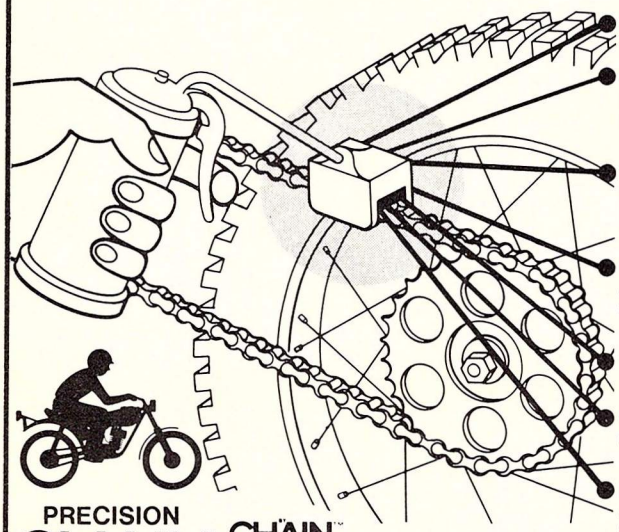

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DIRT

Continued from page 13

to get anything right. Look for the ultimate authoritative test on the 125 in a soon-to-be-upcoming issue.

***

For those of you who may have been wondering exactly what happened to Jim Pomeroy in the final race of the Inter-AMA series:

Jim took a fifth in the first moto, but DNFed the second after getting dirt and water in his still air box and whiskering a plug. That gave Mikkola the race and the series. Karsmakers placed second in the series, while Pomeroy was third overall and first American. Too bad, because going into that last race at Unadilla, Jimmy was ahead in the series standings by ten points. Just goes to prove, waterproofing is of the essence. Or, as the assistant editor would say, "duct tape rules!"

***

The charming folks at Norton-Villiers, henceforth to be known as Norton-Triumph, or Triumph-Norton, or Norton-Triumph-Rickman, or some such foolishness, are claiming that the '74 AJS will be a totally different bike. In fact, Ron Yde, the

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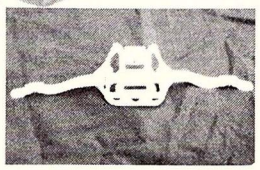

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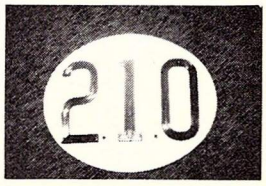

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Be that as it may, the one thing the AJ ain't is "here." The foofooraw in the British motorcycle industry which has resulted in Norton, Triumph, etc., becoming one big, happy family, has screwed up planning to such an extent that no one seems to know exactly when the new AJS will be available. Maybe soon, maybe not till the first of the year. Meanwhile, it's there.

***

And, speaking of the British.

At the recent Triumph introduction show (well, introducing the '74 models in mid-'73 is *one* way to steal a march on the competition), the Triumph people seemed prouder of their advertising campaign ("it's won several awards") than of their motorcycles. Certainly, we heard more about it. Advertising your advertising? What won't they think of next, 'cross the pond?

***

The second annual St. Patrick's Day 125cc National Championship Motocross is definitely on for March 17, 1974, according to the promoter, Ted Moore. Track location hasn't been decided on yet, but an AMA professional sanction has been applied for and there's talk of a $5000 purse.

***

It has been noted from time to time that American riders haven't yet learned to ride team-style. Maybe they should take lessons from the Czechs.

The CZ team of Baborovsky and Falta was noted pulling some heavy numbers on Marty Tripes at the L.A. Superbowl, and they continued their "team play" at the Lawrence, Kansas, Inter-AMA. But the two of them reckoned without Pistol Pierre Karsmakers.

In the first moto, Karsmakers was chasing Baborovsky, only to be blocked by Falta who was being lapped. Actually, "mugged" might be a better word. Anyway, after the race, Karsmakers got into it with the Czechs, nailing Baborovsky with a solid right to the jaw. Officials and such interceded before things went any further. Then the AMA warned the Czechs that further unsportsmanlike conduct of that type would result in their being black flagged.

Continued

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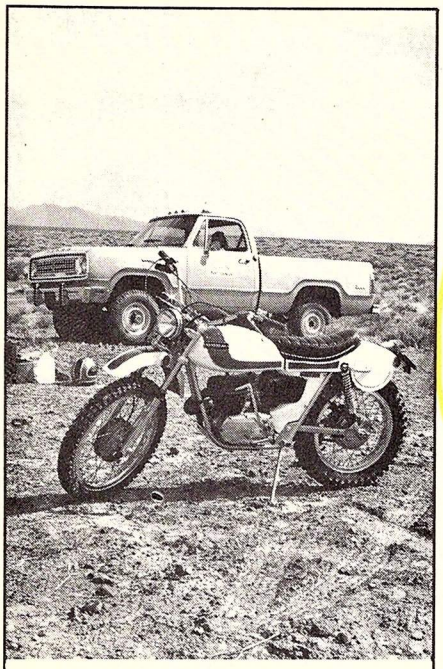

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Apparently you have to punch someone in the jaw to get the AMA's attention. Let's hope Tripes is taking notes.

***

TRIX FOR THE TRICK DEPT.: Rumor hath it that there's a new Mikuni carb around. It has two, count 'em, two, main jets, and you choose which one you want to use at that point in time by flicking a lever on the handlebars. Don't start waving money yet though, it's still in the prototype stage.

***

Emerson Fittipaldi rides a 350 Pursang.

And who, you may ask, is Emerson Fittipaldi?

Well, Emerson is the wordy gent who is current World Grand Prix Champion, four-wheeled monstrosity division.

Asked what he does with it, Emerson said, "I shall use it for fun during the winter." Fun? What kind of fun? "I shall play with it on the beach near my home in Brazil," Emerson replied.

Emerson Fittipaldi, your kind of guy. *

SECOND STROKE

Continued from page 6

AGED WHITE-BELTED DOUBLE-KNIT-TROUSERED SHINY-SHOED NOVICE: This species is a newcomer to the sport of motocross. He's always at his first race, usually accompanied by a young son who insisted that Dad take him to the MX. The MAWBDKTSSN (for short) has no idea of what to expect, since he hasn't been to a motorcycle race since they raced Indians, and he thinks that any kind of motor race will be nice and sanitary like on *Wide World of Sports.*

Generally this species is identifiable by its weird, uncomfortable dress and the fingers stuck in the ears when the 400 CZs go by. He also winces at the dust, and mournfully watches it settle on his shiny white shoes. Never will you find the MAWBDKTSSN near a mudhole or in the pits. Also, rarely spotted during the second or third motos. Can be found on Saturday at the country club playing a crude game called "Gawf" whereupon a small but very expensive ball is clobbered by simple but very expensive sticks, to the

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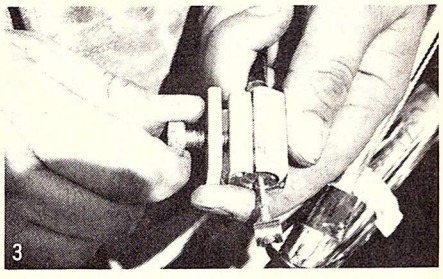
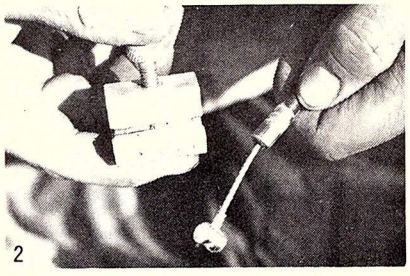

3

. . . the clamp is cinched, creating a seal . . .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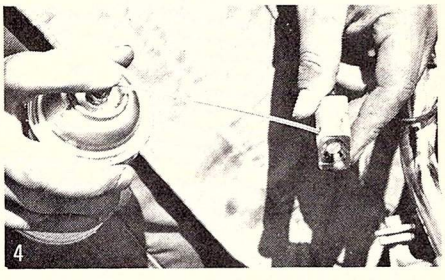
Cable is inserted into aluminum clamp . . .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accompaniment of the clicking of ice cubes in a whiskey drink. Can be found during the week shuffling duplicates and triplicates.

Specimen #2, THE WILD-EYED PRODDING FATHER: Can usually be spotted jumping up and down next to the track during 125 Novice motos. Do not try to approach the WEPF until the 125 Novice moto is over, since this particular class seems to have an unusual effect on its brain, whereupon it loses all ability to reason and its attention span is narrowed to one constantly moving spot on the track, usually occupied by a nervous close relative on a very experimental MXer.

Can be found on Wednesday nights in his garage workshop grinding on a 125 cylinder, making the ports as big as watermelons, or welding a frame back together. His behavior during the week is very schizophrenic, particularly in regards to his treatment of his male post-pubescent . . . . . if the kid won last Sunday, he gets to stay up and watch the color TV until all hours of the night. If he didn't win,

Continued

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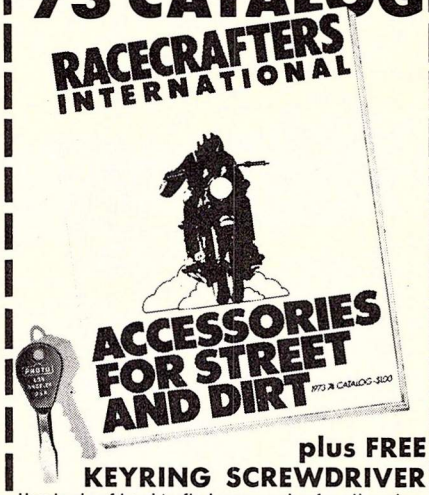

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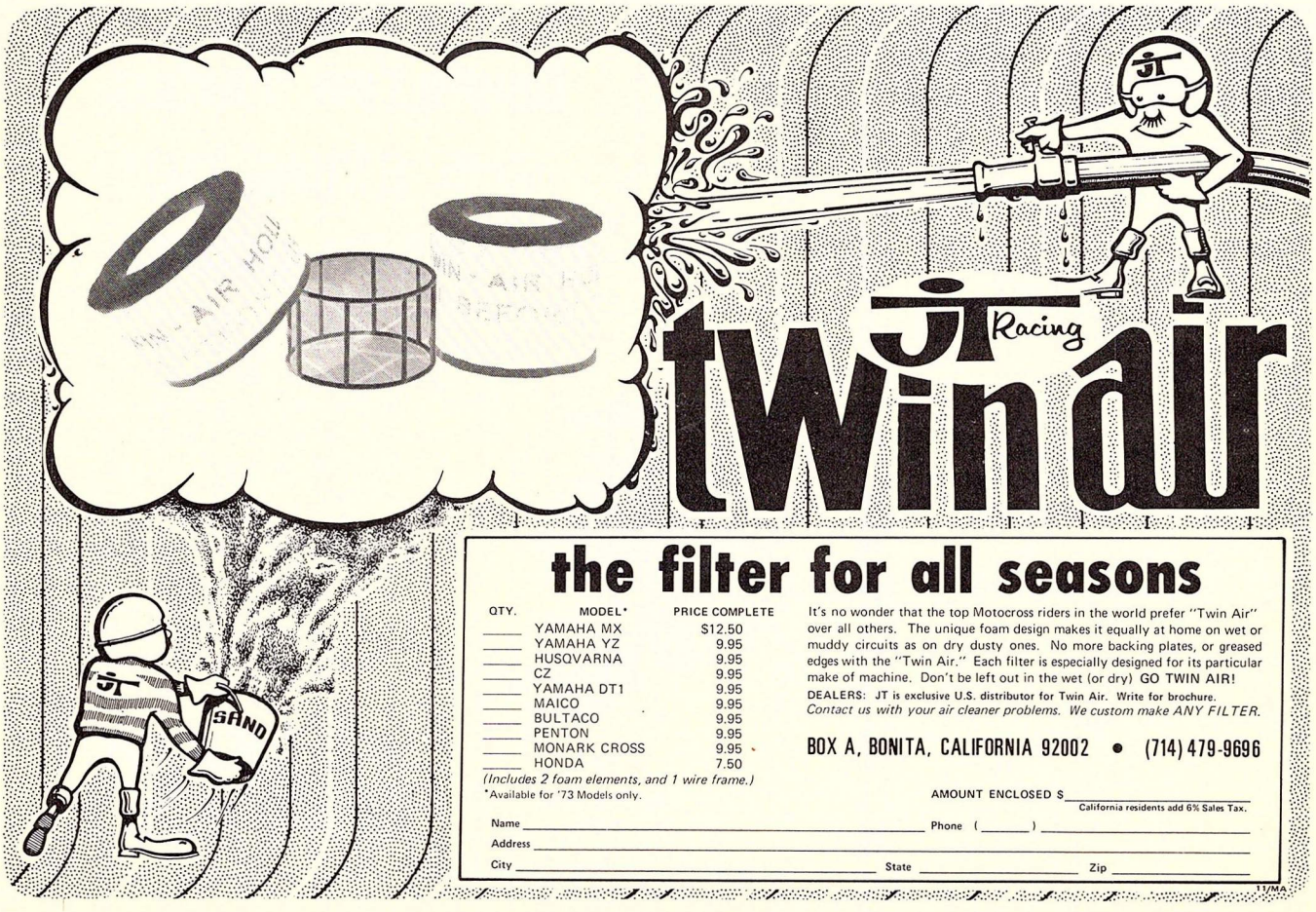

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he is generally doing his homework.

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Specimen #3, THE LONG-TIME MX WIFEY: A hard-to-find, extremely valuable species. Can *never* be found if you're specifically looking for it. Found in the permanent company of a motocross racer, but only has a marginal interest in the sport.

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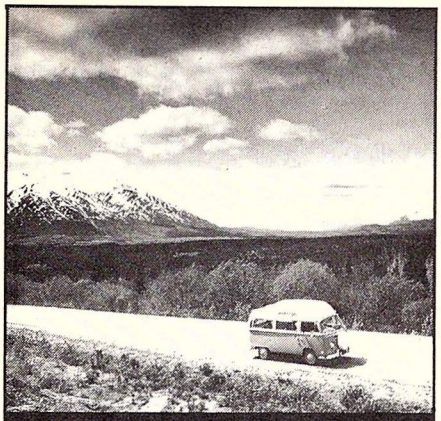
She is very congenial and talkative during the week, but is resigned to her fate and has officially deleted Sundays from her calendar. This species is often courted by members of the opposite sex other than her companion, but rarely changes



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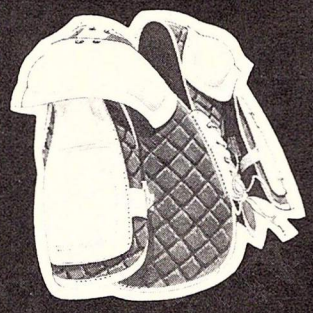

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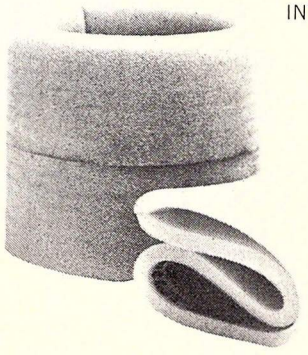

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course in mid-moto.

Specimen #4, THE FRANTIC-FINGERED f-STOPPER: Commonly very skinny and studious looking, always, I repeat, *always* has at least one expensive Japanese single-lens reflex camera dangling from his neck. Often has up to three cameras dangling from his neck, clacking together as he walks and beating their expensive little innards out.

Generally the "Triple F Stopper" has little interest in the sport of motocross, but just likes to take pictures of motocross riders, entertaining the ambition to someday be proficient enough to get a photo published in MX ACTION (touche!). The species can be spotted near jumps and mudholes, usually standing right next to another member of the same species. Oftentimes they click their shutters at exactly the same moment, thereby eliciting ridicule from elder members of the species.

During the week, this species lives in a very dark room, lit only by an amber or red light. A funny joke to play on the FFFS is to wait until he is in his very dark room with all

Continued

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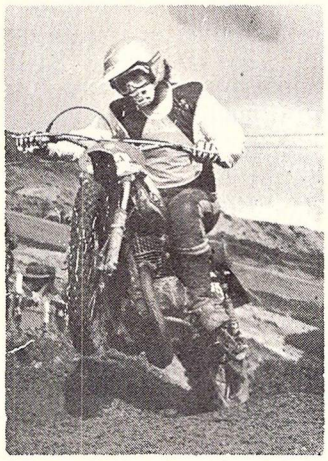

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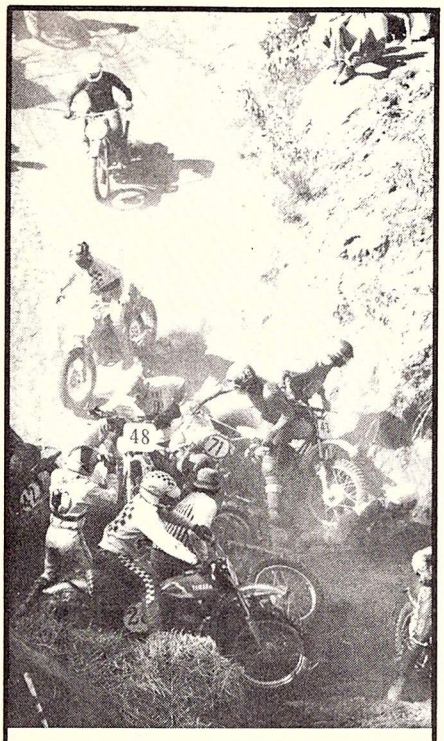
the lights off, then open the door suddenly and yell, "Surprise!"

Specimen #5, THE SLINKY MOTO-WENCH: A very desirable species to have populating your local motocross track. Moreover, a very desirable species to have populating your *anything*. Sheds during the warm months of the year, but unlike most chickens, it is more pleasing to the eye while molted. Generally pays little or no attention to the race in progress, but seems more interested in sitting in the sun. Attracts a considerable amount of attention and is often followed around by the FRANTIC FINGERED f-STOPPER, as well as a gaggle of leather-panted motocross racers.

Colloquial name is "Pit Tootsie." Various occupations during the week include burger-chucker, studier, book-shuffler or tippy-typer.

Specimen #6, THE SLEAZY MOTOCROSS ACTION MAGAZINE WRITER: If he spent as much time riding motocross as he does pursuing the SLINKY MOTO-WENCH or observing the WILD-EYED PRODDING FATHER, he would surely be world champion. *



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YZ TEST

Continued from page 58

expensive broken metal parts.

In order to get the YZ's weight(s) down to a reasonable level, Yamaha engineers trimmed and skimmed almost every part on the bike. The number plates and fenders, for example, are much thinner than on any other production MX. The seat only weighs about four pounds, but isn't nearly as strong as, say, a CZ seat, which weighs two or three times as much. Most metal parts are drilled to a point where they are able to stand up to the stresses of motocross, but little more. And that "little more" includes crashing and lack of maintenance, the latter of which will kill the YZ quickly.

One item likely to be the most damaging to the YZ's longevity is the scumbag air cleaner that Yamaha put on the bike. In fact, air cleaners and still air boxes are one piece of dirt bike paraphernalia that Yamaha has yet to figure out. The YZ box and cleaner are too small for the volume of air required by the heavy breathing engines, their design lets water and dirt into the

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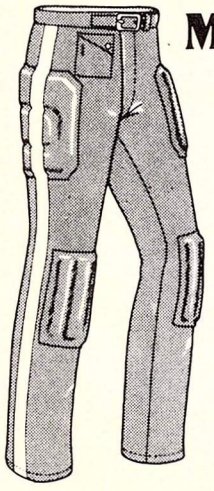

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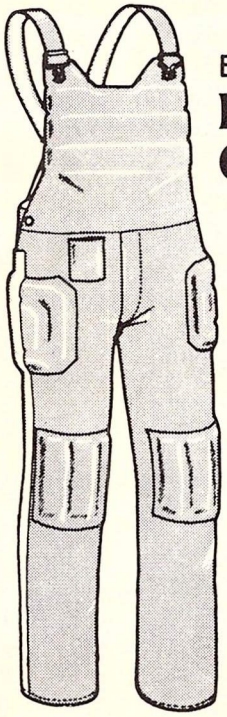

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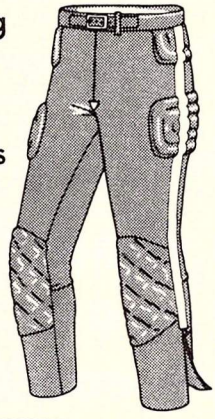

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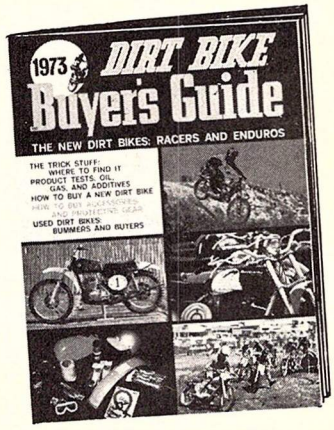

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engine, and the actual physical construction of the air box could be in itself harmful.

Our first day out with the 250 YZ was one of those sultry days that often are cooled by black, rolling thunderstorms in the late afternoon. Such we were treated; however, the sandy track that we were riding on was left full of puddles. Somewhere in the duration of five laps on a wet track, using the stock air filter on the bike, the engine sucked enough sandy water in to stick the throttle wide open. That's a trip on a YZ, suffice it to say. An $1800 motorcycle should certainly have a better arrangement.

Compounding the dirt-sucking problem is the actual construction of the YZ cylinders. The 250 has a chrome bore, so if you suck in enough dirt you have no recourse except to buy a new cylinder. We weren't able to get the price of a new jug, but you can rest assured that the cost is more than you want to pay. The 360's cylinder has a very thin steel liner, just thick enough to permit one easy overbore. Not as dire as the 250, but we can still see visions of dollar signs floating out windows and off to Japan.

Back to the airbox. It is made from a very thin, very definitely flimsy fiberglass material that is pop-riveted together. The rivets have a bad habit of loosening from the high-frequency vibration, and either falling in or falling out. Whatever the case, the rivet is no longer there and in its place is a hard-to-notice hole sucking dirt directly from the airstream and depositing it in the combustion chamber. Boo.

We're hearing reports from all over the country about the YZs' reliability or lack thereof. Most owners are deliriously happy with their YZs, though a few notice that their bikes "seem to be wearing out pretty quick . . ." Any piece of machinery will have bugs imparted to it either through faulty design or sloppy construction. The YZs are no different. Some of the problems we encountered (these are mostly remote incidents, not "for sure gonna break" problems): elongated swingarm bushings causing the chain to come off and destroy the side cover (not to mention the exciting handling); kill button wires poorly routed and shorting out to the frame under the gas tank; very short-lived rear shock absorbers on the 360; troublesome CDI units.

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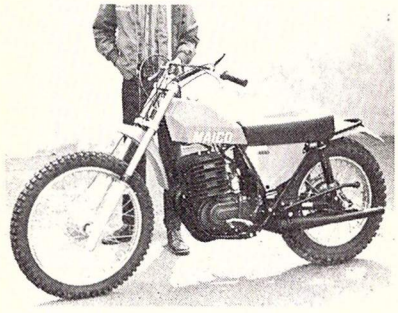

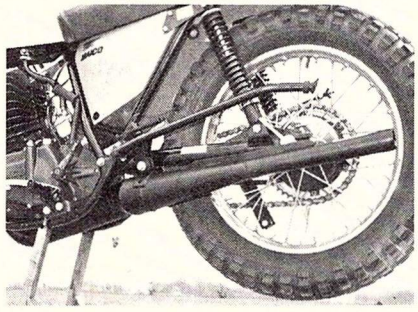

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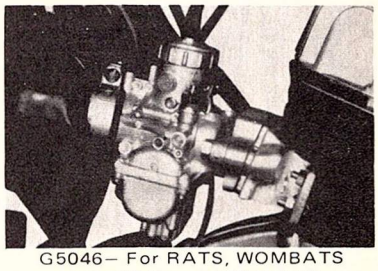

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SUMMARY

Paging back through the notes and original manuscript for this test, we notice that we really have a lot of nice things to say about the YZ Yamahas and precious little criticism. We really dug the bikes and had a great time riding them; moreover, most of us who rode them thought we went faster than we ever had before. But all this sweet talk is liable to be misleading . . . we don't want you to think that the YZ Yamahas are for everybody, because most certainly they're not.

If you're the Sunday afternoon racer of the "perpetual novice" category who just goes out to race for the ride, the YZ is not for you. The machine needs to be ridden, not simply used as a motive armchair.

If you're racing on a budget, the YZ is probably not for you. The bikes are expensive to purchase initially, and likely won't last as long

Continued

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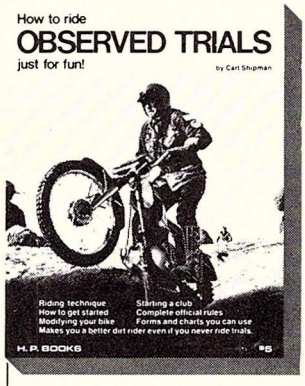

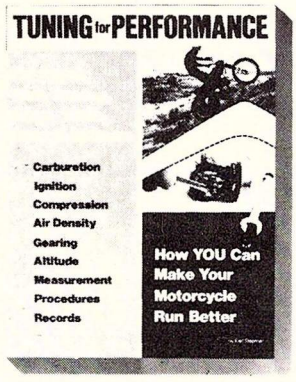

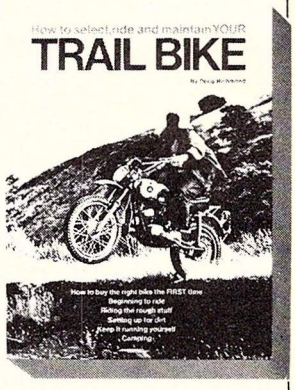

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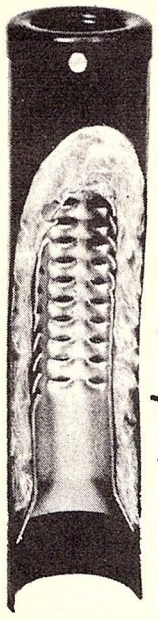

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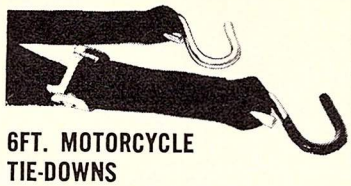

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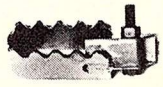

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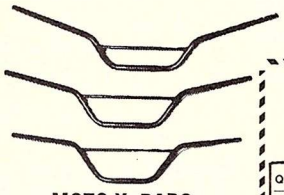

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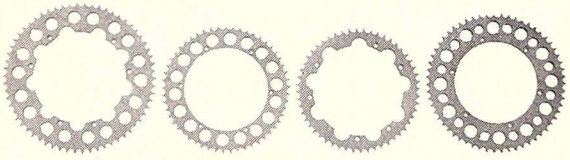

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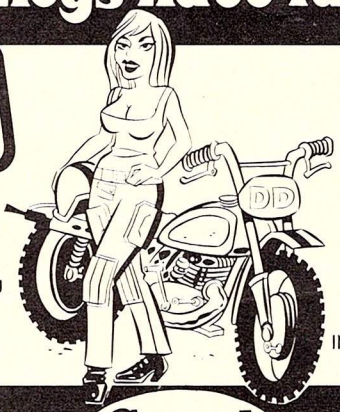

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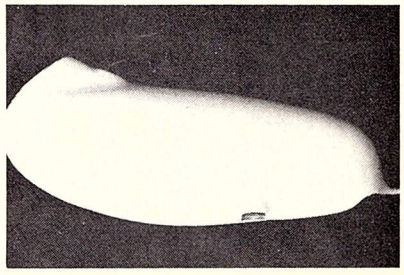
INDEX TO ADVERTISERS

Arnaco	15
B.O.M.P. Co.	72
Bassani Mfg.	2
Ashland Chemical Company	76
Bultaco Services	19
C.Y.C. Distributing Company	18
Chain Mate	62
Change of Address	8
Cole Bros.	68
Competition Dynamics	39, 59
Cycle Stop, Inc.	73
Desert & Moto-X Hodaka M/C Accessories	71



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Dirt Bike Magazine 64
Dirt Bike Photo Album 19
Dirt Incorporated 59
Dirt Rider, The 48
Freedom Products 64
G.E.M. Products 70
Gordon's 73
Grand Prix Cycles 72
Grand Prix Products 69, 72
H. P. Books 71
House of Handlebars 67
How To Win At Racing 9
Hyland M.V. 13
J & L Accessories 71
J & R Expansion Chambers 11
JT Racing 31, 65
Jones Motocross Products 72
K & N Engineering 68
Klotz Special Formula Products 19
Malcolm Smith Racing Products 63
Motocross Action Magazine 75
Ocelot Engineering Products 73
Pacific Customs (MOMS) 15
Performance Engineered Products 70
Plus Products 8, 13, 52, 63, 67, 73
Racecrafters International 65
RV World 66
Simon Says 7
South Bay Motorcycles 7
Speedcenter, U.S.A. 5
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Uni-Filter, Inc. 66
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Wheel Clinic 11
Woodworth Campers 70
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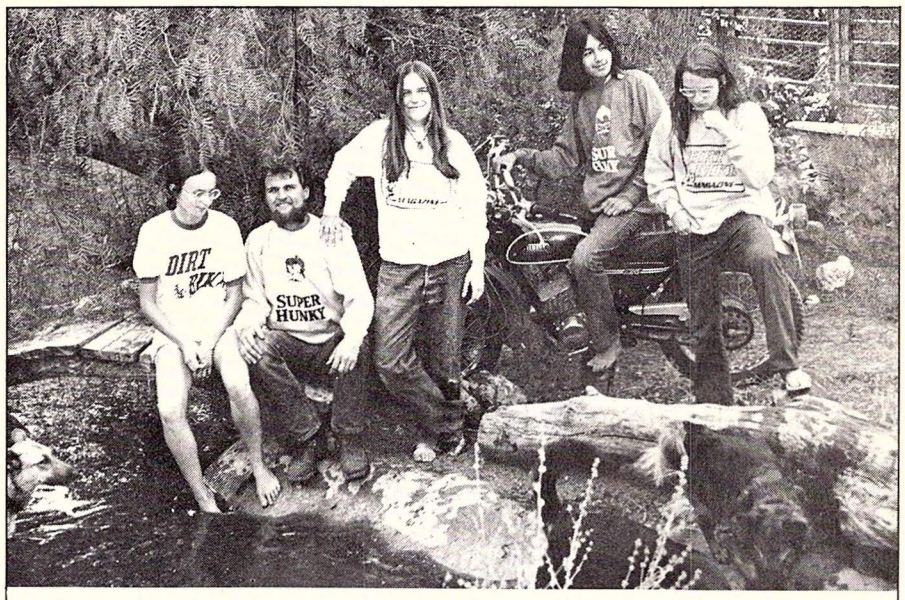

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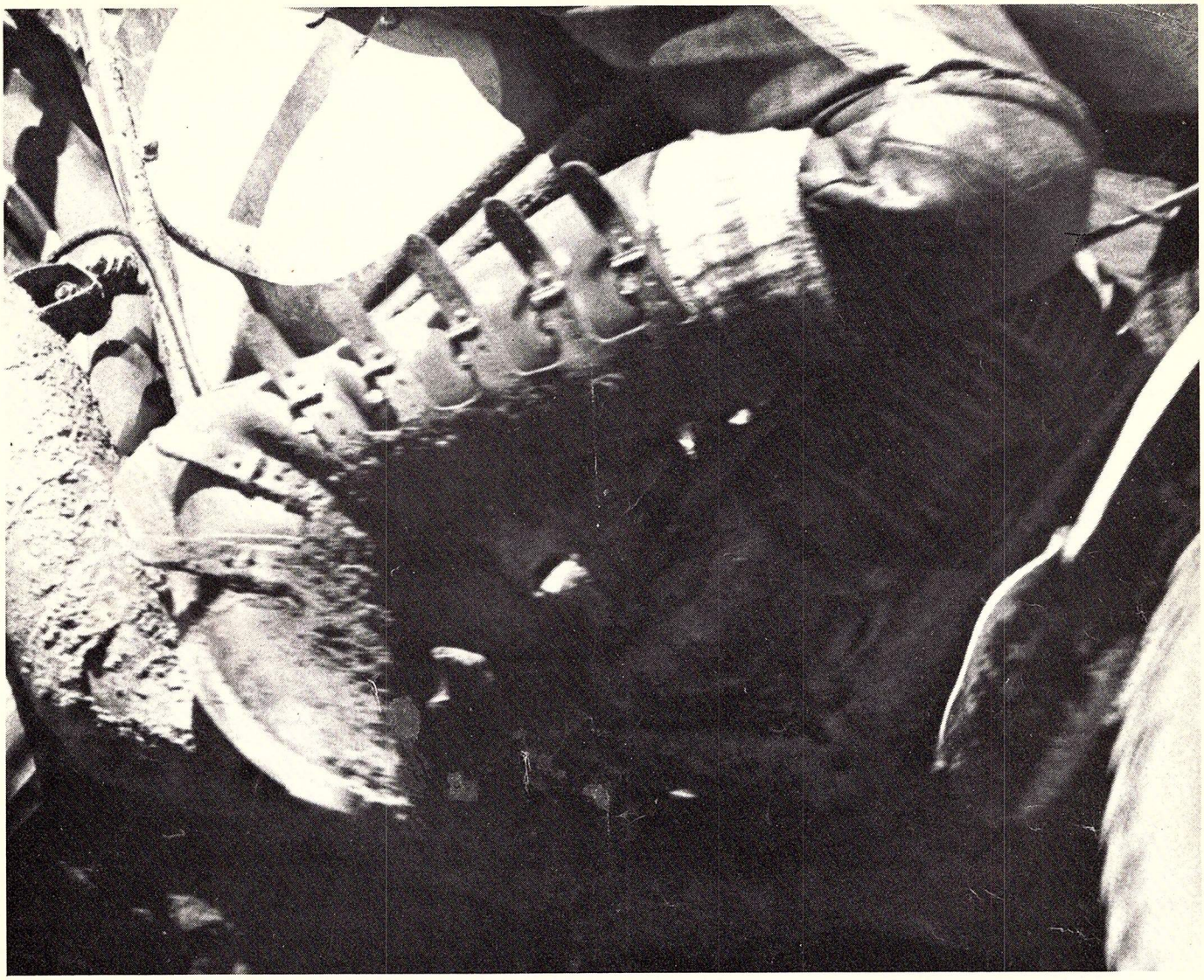

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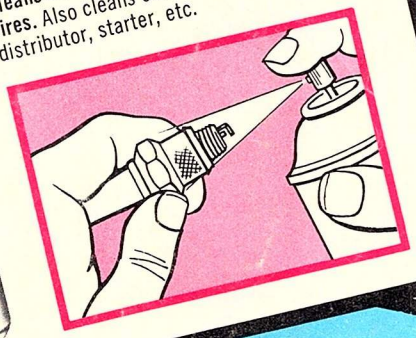

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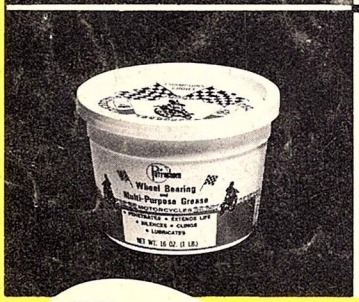

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